

# appendices

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# projects by county

## Bay Area Region/Multi-County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Adequate Maintenance</b>					
94540	Carquinez Bridge replacement: construct new suspension bridge west of existing bridges (4 westbound lanes, including a high-occupancy-vehicle (HOV) lane, plus new bicycle/pedestrian pathway) and modify Crockett interchange	\$479.8	\$479.8		Regional Measure 1 Toll Bridge Program; open to traffic; demolition of original bridge remains
94541	New Benicia-Martinez Bridge: construct new bridge span east of existing span (4 mixed-flow lanes and 1 slow-vehicle lane). Includes new toll plaza and upgrades to I-680/I-780 interchange and I-680/Marina Vista Road interchange, and reconstruction of the existing bridge for 4 mixed-flow lanes and bicycle and pedestrian lane.	\$1,057.8	\$1,057.8		Regional Measure 1 & 2 Toll Bridge programs
21012†	Golden Gate Bridge seismic retrofit (completes Phases 2 and 3)	\$392.0	\$392.0		Phase 2 is under way
22654	Golden Gate Bridge rehabilitation projects	\$ 99.4		\$99.4	
21013	Rehabilitation of Bay Area state-owned toll bridges	\$238.0	\$238.0		
21014	Richmond-San Rafael Bridge deck replacement	\$53.4	\$53.4		
21015	Seismic retrofit of Bay Area state-owned toll bridges, including San Francisco-Oakland Bay Bridge east span and west span/approach, and Benicia-Martinez, Carquinez and Richmond-San Rafael bridges	\$8,300.0	\$5,085.0	\$3,215.0	
22038*	San Francisco-Oakland Bay Bridge toll plaza HOV bypass lanes	\$4.0	\$4.0		
21017	Small transit operators in Alameda, Contra Costa, Napa, Solano and Sonoma counties — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities other capital assets; does not include system expansion)	\$2,513.8	\$2,494.9	\$18.9	
22636†	BART transbay tube earthquake safety (Phase 1)	\$156.0	\$156.0		Regional Measure 2 Toll Bridge Program
22520†	BART earthquake safety program (excludes Phase 1 of transbay tube earthquake safety project)	\$1,307.0	\$327.0	\$980.0	

## System Efficiency

21001	Freeway Traffic Operations (includes Traffic Operations System/Transportation Management Center enhancements, Freeway Service Patrol, incident management and technical assistance)	\$394.5	\$109.5	\$285.0	
21005	TransLink®	\$363.8	\$338.1	\$25.7	Initial phase funded in Regional Measure 2 Toll Bridge Program
21006	511/Transit (regional transit information systems) and transportation marketing	\$75.9	\$40.7	\$35.2	Initial phase funded in Regional Measure 2 Toll Bridge Program
21008	511/Traffic	\$142.8	\$121.3	\$21.5	
21007	Rideshare Program	\$84.3	\$54.0	\$30.3	
21010	Performance monitoring	\$3.5	\$3.5		

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

\* Project will be completed and operational by 2006 for federal air quality conformity purposes.

† Project will be completed and operational by 2015 for federal air quality conformity purposes.

‡ Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes.

## Bay Area Region/Multi-County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b>					
21011	Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP) — regional and county programs	\$454.0	\$454.0		
21320 <sup>†</sup>	Golden Gate Bridge moveable median barrier	\$23.8	\$23.8		
21627 <sup>†</sup>	Caltrain electrification from San Francisco to Gilroy	\$602.0	\$602.0		Resolution 3434 Regional Transit Expansion Program; cost shown is the three-county combined cost
22241	Regional Measure 2 Studies (includes regional rail study, transit connectivity study, Water Transit Authority environmental studies, I-680/Pleasant Hill BART connector study and Caldecott Tunnel transit ridership study)	\$19.0	\$19.0		Regional Measure 2 Toll Bridge Program
22242	Real-Time Transit Grant Program	\$20.0	\$20.0		Regional Measure 2 Toll Bridge Program
22244	City CarShare	\$2.5	\$2.5		Regional Measure 2 Toll Bridge Program
22245	Safe Routes to Transit	\$20.0	\$20.0		Regional Measure 2 Toll Bridge Program
22247	Regional Bicycle and Pedestrian Program	\$200.0	\$200.0		
22421	Clean Air Program	\$255.5	\$255.5		
22423	Lifeline Transportation Program	\$216.0	\$216.0		
22425	Surface Transportation Program (STP) and 10-year support for Transportation Planning and Land Use Solutions (T-PLUS) planning funds for counties	\$95.0	\$95.0		
22674	BART Core Capacity Program — system capacity	\$230.0	\$44.4	\$185.6	
22675	BART Core Capacity Program — station access	\$762.6	\$32.0	\$730.6	Includes funding from Regional Measure 2 Toll Bridge Program
22676	BART Core Capacity Program — station capacity	\$625.1	\$47.4	\$577.7	
22677	BART Core Capacity Program — vehicles	\$848.0		\$848.0	
22090	California Interregional Intermodal Study (CIRIS) — rail freight service between Port of Oakland and Central Valley	TBD		TBD	

## Strategic Expansion

94514 <sup>†</sup>	I-880/Route 92 interchange improvements	\$133.8	\$133.8		Regional Measure 1 Toll Bridge Program
21066	California High-Speed Rail with terminal in San Francisco	TBD		TBD	
21618 <sup>†</sup>	Dumbarton rail corridor (Phase 1)	\$300.0	\$300.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program.
22719 <sup>‡</sup>	Dumbarton rail corridor (Phase 2)	\$15.6		\$15.6	

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# projects by county

## Bay Area Region/Multi-County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> (continued from previous page)					
21619 <sup>†‡</sup>	Caltrain express tracks (Phase 2)	\$482.0	\$193.0	\$289.0	Resolution 3434 Regional Transit Expansion Program
22009*	Capitol Corridor: Phase 1 intercity rail service (track capacity/frequency improvements from Oakland to San Jose designed to allow 16 daily round trips between Oakland and Sacramento/San Jose)	\$158.0	\$158.0		Resolution 3434 Regional Transit Expansion Program
22003*	Capitol Corridor: Phase 2 enhancements	\$96.0	\$96.0		Resolution 3434 Regional Transit Expansion Program
22006	Downtown Ferry Terminal improvements and spare ferry vessels	\$36.0	\$36.0		Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds)
22243	Regional Measure 2 Express Bus North improvements (includes park-and-ride lots and rolling stock)	\$10.5	\$10.5		Regional Measure 2 Toll Bridge Program
22240	Regional Measure 2 Express Bus South improvements (includes park-and-ride lots, HOV access improvements, and rolling stock)	\$13.0	\$13.0		Regional Measure 2 Toll Bridge Program
22005	ACE service expansion to eight trains	\$128.0	\$50.0	\$78.0	Resolution 3434 Regional Transit Expansion Program
22016	Improvements to high-occupancy-vehicle (HOV) network (including HOV lane gap closures and express bus services); convert HOV network to high-occupancy/toll (HOT) network	\$3,000.0		\$3,000.0	
22001	Sonoma Marin Area Rail Transit District (SMART) commuter rail project (environmental, preliminary engineering and right-of-way)	\$62.0	\$62.0		Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds)
22513	Sonoma Marin Area Rail Transit District (SMART) commuter rail project (construction reserve only; full project not included in Financially Constrained Element)	\$225.4	\$40.4	\$185.0	Resolution 3434 Regional Transit Expansion Program; no operating funds identified

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\* Project will be completed and operational by 2006 for federal air quality conformity purposes.

<sup>†</sup> Project will be completed and operational by 2015 for federal air quality conformity purposes.

<sup>‡</sup> Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes.

## Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Adequate Maintenance</b>					
94522	Local streets and roads pavement and non-pavement maintenance	\$2,148.1	\$2,148.1		
94001	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$112.4	\$112.4		
22403	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$679.3		\$679.3	
94525	BART (Alameda County share based on population) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	\$6,935.8	\$6,433.0	\$502.8	
94526	AC Transit (Alameda County share based on population) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$6,837.4	\$6,368.0	\$469.4	
94527	Livermore Amador Valley Transit Authority (LAVTA) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$372.4	\$372.4		
21468	Transit operations — AC Transit, Welfare to Work, Alameda ferries, Altamont Commuter Express (ACE), Union City Transit, Livermore Amador Valley Transit Authority (LAVTA) and countywide express bus	\$510.0	\$510.0		2000 Measure B sales tax project
98153 <sup>†</sup>	Reconstruct MacArthur Boulevard onramp to restore access to I-80 east-bound and I-580 westbound	\$9.2	\$9.2		100% fully funded
98208 <sup>†</sup>	Soundwalls program	\$10.0	\$10.0		
21151 <sup>†</sup>	LAVTA maintenance/operations facility	\$19.8	\$19.8		
21460 <sup>†</sup>	Iron Horse Trail bicycle, pedestrian and transit route	\$5.8	\$5.8		2000 Measure B sales tax project
21863	Local bridge maintenance	\$74.8	\$74.8		
22007 <sup>†</sup>	Bicycle and pedestrian projects	\$200.0	\$200.0		Funding includes \$100 million from 2000 Measure B sales tax program and \$100 million from other sources (Transportation Development Act, Transportation Fund for Clean Air, etc.)
22766 <sup>†</sup>	Fruitvale Avenue Railroad Bridge seismic retrofit	\$7.2	\$7.2		
22783 <sup>†</sup>	Fruitvale Avenue Roadway Bridge seismic retrofit	\$22.8	\$22.8		
22768 <sup>†</sup>	Estuary Bridges seismic retrofit and repairs	\$2.4	\$2.4		
22773 <sup>†</sup>	Transit capital replacement, local road rehabilitation and safety projects	\$19.0	\$19.0		2000 Measure B sales tax project
22661	Adeline Street Bridge reconstruction	\$60.0	\$12.0	\$48.0	

# projects by county

## Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b>					
94024 <sup>†</sup>	Auto/truck separation lane at I-580/I-205 interchange	\$15.7	\$15.7		100% fully funded
98207 <sup>†</sup>	I-880/Broadway-Jackson interchange improvements (Phase 1)	\$28.0	\$28.0		
21085 <sup>†</sup>	Transportation Operations System (TOS) and ramp metering on I-580 from the San Joaquin county line to the city of Dublin (Phase 1)	\$8.8	\$8.8		
22092 <sup>†</sup>	Transportation Operations System (TOS) and ramp metering on I-580 from Dublin to I-880, including I-238 (Phase 2)	\$2.6	\$2.6		
21103 <sup>†</sup>	Central Avenue railroad overpass	\$11.7	\$11.7		
21107 <sup>†</sup>	I-880/High Street interchange improvements	\$15.9	\$15.9		
21112 <sup>†</sup>	Crow Canyon Road safety improvements (Stage 1)	\$5.1	\$5.1		
21114 <sup>†</sup>	Washington/Paseo Padre Parkway grade separation	\$72.9	\$72.9		Regional Measure 2 Toll Bridge Program
21125	Route 84 westbound HOV lane extension from Newark Boulevard to I-880	\$6.0	\$6.0		Regional Measure 2 Toll Bridge Program
21126	Route 84 westbound HOV on-ramp from Newark Boulevard	\$6.1	\$6.1		Regional Measure 2 Toll Bridge Program
21138 <sup>†</sup>	San Leandro BART Station transit village (Phase 1); includes parking structure, kiss-and-ride and bus circulation improvements	\$29.0	\$29.0		Remaining phases to be funded through private investment
21139 <sup>†</sup>	Vasco Road safety improvements	\$19.3	\$19.3		2000 Measure B sales tax project; includes developer fees
21144	I-80/Gilman Avenue interchange improvements (includes roundabouts)	\$1.5	\$1.5		
21145 <sup>†</sup>	Corridor Management Program: signal interconnect, transit priority, SMART corridors and other improvements	\$20.0	\$20.0		
21451 <sup>†</sup>	East 14th Street/Hesperian Boulevard/150th Street channelization improvements	\$1.8	\$1.8		2000 Measure B sales tax project
21456 <sup>†</sup>	I-580 auxiliary lanes between Santa Rita Road/Tassajara Road and Airway Boulevard interchanges	\$11.9	\$11.9		2000 Measure B sales tax project
21464	Paratransit for AC Transit, BART, non-mandated city programs, service gap coordination	\$243.0	\$243.0		2000 Measure B sales tax project
21465	Transit enhancements funded by transit center development funds	\$4.4	\$4.4		2000 Measure B sales tax project
21466 <sup>†</sup>	Washington Avenue/Beatrice Street interchange improvements	\$1.4	\$1.4		2000 Measure B sales tax project
21470 <sup>†</sup>	I-680/Sunol Boulevard ramp improvements (includes signal improvements and widening under existing structure)	\$0.9	\$0.9		
21480 <sup>†</sup>	Route 84/Ardenwood Boulevard westbound offramp intersection improvements	\$0.6	\$0.6		100% locally funded
21486 <sup>†</sup>	Paseo Padre Parkway/Peralta Boulevard (Route 84) intersection improvements	\$0.5	\$0.5		100% locally funded

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## Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b>					
21488*	Warren Avenue/Warm Springs Boulevard intersection improvements	\$0.5	\$0.5		
21489†	I-580/San Ramon Road/Foothill Road interchange improvements	\$3.9	\$3.9		100% locally funded
21493*	I-580/I-680 Transportation Operations System (TOS)	\$4.4	\$4.4		
21896	Route 84 vertical and horizontal alignment improvements in Fremont (from 3 miles east of I-680 to 5.1 miles east of I-680)	\$28.4	\$28.4		State Highway Operation and Protection Program (SHOPP) project
22002†	Extend HOV lane on I-880 northbound from existing HOV terminus at Bay Bridge approach to Maritime on-ramp	\$5.0	\$5.0		Regional Measure 2 Toll Bridge Program
22056†	Ed Roberts Campus at Ashby BART Station	\$11.2	\$11.2		
22059†	Improve downtown streets and pedestrian plaza surrounding Berkeley BART Station	\$5.0	\$5.0		
22080†	Oakland Citywide Intelligent Transportation Systems (ITS) (Phase 1)	\$13.0	\$13.0		
22082†	Reconstruct 7th Street/Union Pacific Railroad grade separation	\$68.8	\$68.8		
22100†	Replace I-880/Davis Street overcrossing	\$10.2	\$10.2		
22101†	Replace I-880/Marina Boulevard overcrossing	\$8.0	\$8.0		
22110†	University Avenue traffic management and streetscape enhancements to support enhanced bus service	\$5.0	\$5.0		
22469	East Dublin BART Station transit village	\$22.0	\$22.0		
22657†	I-205/I-580 Altamont Pass westbound truck lane	\$58.9	\$58.9		
22761†	I-880 from Hegenberger Road to I-980 operation improvements (includes freight movement to Port of Oakland)	\$20.0	\$20.0		
22763†	Reconstruct southbound I-880 on- and off- ramps in conjunction with I-880/5th Street seismic retrofit	\$20.0	\$20.0		
22769†	I-880/29th Avenue interchange safety and access improvements	\$15.0	\$15.0		Regional Measure 2 Toll Bridge Program
22770*	Traffic signal on Grand Avenue at Rose Avenue/Arroyo Avenue intersection in Piedmont	\$0.3	\$0.3		
22771*	Reconfigure Marin Avenue from San Pablo Avenue to Albany/Berkeley city line from 2 lanes to 1 lane in each direction to accommodate turn lane and bike lanes	\$1.0	\$1.0		
22774†	Bicycle and pedestrian improvements in Cherryland/Ashland and South Hayward areas as recommended in community-based transportation plan	\$12.0	\$12.0		
22775†	Broadway Avenue and Telegraph Avenue bus, BART, bicycle and taxi integration improvements	\$10.6	\$10.6		2000 Measure B sales tax project

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# projects by county

## Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b> (continued from previous page)					
22777 <sup>†</sup>	I-580 on- and off-ramp improvements in Castro Valley	\$25.2	\$25.2		2000 Measure B sales tax project
22778 <sup>†</sup>	Lewelling Boulevard/East Lewelling Boulevard road modifications from Hesperian Boulevard to East 14th Street to improve channelization and accommodate pedestrian and bicycle facilities	\$20.5	\$20.5		2000 Measure B sales tax project
22779 <sup>†</sup>	Route 262/Warren Avenue/I-880 interchange improvements (including Union Pacific Railroad grade separation) (Phase 2)	\$52.0	\$52.0		
22781 <sup>†</sup>	Traffic signals in Albany	\$0.5	\$0.5		
22782 <sup>†</sup>	Transit-oriented development (including replacement parking) at MacArthur, West Oakland, and/or Coliseum BART Stations	\$25.0	\$25.0		
22784*	Narrow First Street between P Street and Maple Street from 4 lanes to 2 lanes to calm traffic and accommodate pedestrians	\$10.0	\$10.0		
22785 <sup>†</sup>	Construct I-580 eastbound auxiliary lane from First Street to Vasco Road	\$2.0	\$2.0		
22786*	Install ramp metering on all existing ramps along I-580 in Livermore	\$1.5	\$1.5		
22787*	Realign Isabel/Vallecitos intersection for through movement on Route 84	\$0.9	\$0.9		
21196	Union City Intermodal Station (Phase 3), includes BART parking structure to support transit village	\$20.0		\$20.0	
22085	Various grade separations at Union Pacific railroad tracks (including Market Street, Martin Luther King Way, High Street, 98th Street)	\$169.0		\$169.0	
22086	I-880 incident management, ramp metering and traveler information	\$20.0		\$20.0	
22087	I-880/Oak Street on-ramp reconstruction	\$30.0		\$30.0	
22088	I-580/I-680 interchange truck bypass lanes	\$15.0		\$15.0	
22089	Various railroad track and signal improvements between Emeryville and Richmond, and Richmond and Pittsburg; new railroad tracks between Port of Oakland and Emeryville; and grade separation structures in Richmond at Marina Bay Parkway	\$100.0		\$100.0	
22508	Alameda County lifeline transit priorities	\$729.0		\$729.0	
22647	Low-income student bus pass program	\$12.0		\$12.0	
22659	Ashby BART Station transit-oriented development in west parking lot, and station capacity improvements	\$40.0		\$40.0	
22671	Construct direct HOV connection between southbound I-880 to westbound Route 84 (Dumbarton Bridge approach)	TBD		TBD	
22673	I-880 modernization and ramp reconfiguration in Oakland as identified in the I-880 Safety & Operations Study	TBD		TBD	

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<sup>‡</sup> Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes.



## Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b>					
94012 <sup>†</sup>	Union City Intermodal Station (Phase 1)	\$33.9	\$33.9		
94030 <sup>†</sup>	Reconstruct I-880/Route 262 interchange and widen I-880 from Route 262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)	\$162.6	\$162.6		
94504*	Construct 4-lane airport roadway (mostly on Port of Oakland property) from I-880/98th Avenue interchange to Oakland International Airport and then to Bay Farm Island	\$114.7	\$114.7		1986 Measure B sales tax project
94506 <sup>†</sup>	Widen Route 84 to 6-lane parkway from I-880 to Paseo Padre and 4-lane parkway from Paseo Padre to Mission Boulevard along the Historic Parkway alignment	\$118.2	\$118.2		1986 Measure B sales tax project
22666	Route 84 high-occupancy/toll (HOT) lanes in Tri-Valley	\$215.0		\$215.0	
98139	ACE station/track improvements in Alameda County (including parking improvements at Vasco Road and downtown Livermore stations)	\$20.1	\$20.1		
21100	I-580/Vasco Road interchange improvements	\$40.0	\$40.0		
21101 <sup>†</sup>	Extend Tinker Avenue from Webster Street to 5th Avenue (includes Transit Center at College of Alameda)	\$14.8	\$14.8		
21105 <sup>†</sup>	I-580/Isabel interchange improvements (Phases 1 and 2)	\$100.0	\$100.0		2000 Measure B sales tax project
21123 <sup>†</sup>	Union City Intermodal Station infrastructure improvements (Phase 2)	\$50.0	\$50.0		
21131 <sup>†</sup>	BART-Oakland International Airport connector	\$254.3	\$254.3		Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds)
21132 <sup>†</sup>	BART extension to Warm Springs	\$678.0	\$678.0		Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds)
21133*	New West Dublin/Pleasanton BART Station	\$53.0	\$53.0		
21134*	Rapid Bus Transit (RBT) in the San Pablo Corridor	\$2.0	\$2.0		
21149 <sup>†</sup>	Upgrade express bus services in Dumbarton corridor	\$4.0	\$4.0		
21157 <sup>†</sup>	I-80/Ashby Avenue/Shellmound Street interchange modifications	\$2.8	\$2.8		
21159 <sup>†</sup>	AC Transit facilities expansion in northern Alameda County	\$2.0	\$2.0		
21185 <sup>†</sup>	Extend Eden Road from Doolittle Drive to city of San Leandro water pollution control plant	\$2.0	\$2.0		
21417 <sup>†</sup>	Dumbarton Express park-and-ride: 90 spaces on Decoto Road near I-880 by the Dumbarton Bridge (includes right-of-way acquisition)	\$1.5	\$1.5		

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# projects by county

## Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> (continued from previous page)					
21455 <sup>†</sup>	Widen I-238 between I-580 and I-880 from 4 lanes to 6 lanes, includes auxiliary lanes on I-880 south of I-238	\$108.0	\$108.0		2000 Measure B sales tax project
21467 <sup>†</sup>	Extend Westgate Parkway along eastern edge of Westgate Shopping Center between Williams Street and Davis Street	\$10.6	\$10.6		2000 Measure B sales tax project
21472 <sup>†</sup>	I-680/Bernal Avenue interchange improvements	\$17.5	\$17.5		100% locally funded
21473 <sup>†</sup>	Construct a 4-lane major arterial connecting Dublin Boulevard and North Canyons Parkway	\$10.0	\$10.0		
21475	I-580/First Street interchange improvements	\$30.0	\$30.0		
21477	I-580/Greenville Road interchange improvements	\$35.0	\$35.0		
21482 <sup>†</sup>	Extend Fremont Boulevard to connect to I-880/Dixon Landing Road	\$4.5	\$4.5		100% locally funded
21483*	Widen Stevenson Boulevard from I-880 to Blacow Road from 4 lanes to 6 lanes	\$1.0	\$1.0		100% locally funded
21484*	Widen Kato Road from Warren Avenue to Milmont Drive	\$3.0	\$3.0		100% locally funded
21487 <sup>†</sup>	Widen Mowry Avenue from Mission Boulevard to Peralta Boulevard	\$0.5	\$0.5		100% locally funded
21492 <sup>†</sup>	Extend Scarlett Drive from Dublin Boulevard to Dougherty Road	\$5.8	\$5.8		2000 Measure B sales tax project
21886 <sup>†</sup>	Widen unimproved segment of Industrial Parkway between Whipple Road and improved segment of Industrial Parkway from 2 lanes to 4 lanes	\$0.5	\$0.5		TEA-21 federal earmark project
21992	AC Transit bus corridor improvements	\$20.0	\$20.0		
22013	I-580 corridor improvements (widen I-580 in both directions for HOV and auxiliary lanes from Tassajara Road to Greenville Road, construct HOV direct connector from westbound I-580 to southbound I-680, construct eastbound truck climbing lane from Flynn Road to Greenville Road [Altamont Summit], and acquire express buses)	\$445.0	\$445.0		Resolution 3434 Regional Transit Expansion Program Project (includes Regional Measure 2 Toll Bridge Program funds)
22664	I-580 high-occupancy/toll (HOT) lanes from Greenville Road west to I-680	\$50.0		\$50.0	
22042 <sup>†</sup>	Widen I-680 for northbound HOV lane from Route 237 to Stoneridge Drive (includes ramp metering and auxiliary lanes)	\$165.0	\$165.0		Project is jointly funded by Alameda and Santa Clara counties
22062 <sup>†</sup>	Construct infrastructure for future Irvington BART Station	\$2.4	\$2.4		
22063 <sup>†</sup>	Route 238 corridor improvements between Foothill Boulevard/Mattox Road to Mission Boulevard/Industrial Parkway (includes adding a lane throughout the corridor and grade separations at the Foothill/Mission/Jackson interchange)	\$150.0	\$150.0		This project replaces the Route 238 Bypass project
22084*	Oakland International Airport North Field access road	\$10.4	\$10.4		

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

\* Project will be completed and operational by 2006 for federal air quality conformity purposes.

<sup>†</sup> Project will be completed and operational by 2015 for federal air quality conformity purposes.

<sup>‡</sup> Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes.

## Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b>					
22455 <sup>†</sup>	AC Transit Bus Rapid Transit (BRT) and Enhanced Bus, Phase 1: Telegraph Avenue/International Boulevard corridor	\$167.0	\$167.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
21153	AC Transit Bus Rapid (BRT) and Enhanced Bus, Phase 2: Telegraph Avenue/International Boulevard corridor	\$164.4		\$164.4	
22509	Alameda/Oakland to San Francisco ferry service and Harbor Bay to San Francisco ferry service	\$12.0	\$12.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22511	Berkeley/Albany to San Francisco ferry service	\$22.0	\$22.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22760 <sup>†</sup>	Outer Harbor intermodal terminal (formerly known as Joint Intermodal Terminal [JIT] expansion)	\$87.5	\$87.5		
22764 <sup>†</sup>	Construct auxiliary lane on I-880 between Hegenberger Road and 66th Avenue and shift merge point of the westbound Hegenberger Road to I-880 on-ramp	\$4.6	\$4.6		
22776 <sup>†</sup>	Widen Route 84 from 2 lanes to 4 lanes from north of Pigeon Pass to Vineyard Avenue and 2 lanes to 4 or 6 lanes from Vineyard Avenue to Jack London Boulevard	\$120.8	\$120.8		
22796 <sup>†</sup>	Construct 4-lane arterial connection between future eastern end of Dublin Boulevard in Dublin to North Canyons Parkway in Livermore	\$10.0	\$10.0		100% locally funded
22990 <sup>†</sup>	Widen Route 262 from I-880 to Warm Springs Boulevard (including reconstructing Route 262/I-880 and Route 262/Kato Road interchanges) and reconstruct Union Pacific Railroad underpasses	\$38.3	\$38.3		
22991 <sup>†</sup>	Widen I-680 for southbound high-occupancy-vehicle (HOV)/high-occupancy/toll (HOT) lane from Route 237 to Route 84 (includes ramp metering and auxiliary lanes)	\$223.0	\$223.0		2000 Traffic Congestion Relief Program (TCRP) and 2000 Measure B sales tax project
22064 <sup>†</sup>	Convert southbound high-occupancy-vehicle (HOV) lane on I-680 between Route 84 and Route 237 into high-occupancy/toll (HOT) lane	\$20.0	\$20.0		
21093	Route 92/Clawiter Road/Whitesell Street interchange improvements	\$39.0	\$26.6	\$12.4	
21154	AC Transit bus acquisition for transbay, express, subscription or local services	\$38.0		\$38.0	
22780	AC Transit major corridor enhancements, Phase 1 — Bus Rapid elements: includes MacArthur Boulevard/West Grand Avenue; College Avenue/University Avenue; Shattuck Avenue/The Alameda; Foothill Boulevard; Sacramento Street/Market Street; Mission Boulevard/Outer East 14th Street; Hesperian Boulevard	\$97.0	\$97.0		
21160	AC Transit major corridor enhancements, Phase 2 — beyond Bus Rapid improvements: MacArthur Boulevard/West Grand Avenue; College Avenue/University Avenue; Shattuck Avenue/The Alameda; Foothill Boulevard; Sacramento Street/Market Street; Mission Boulevard/Outer East 14th Street; Hesperian Boulevard	\$216.0		\$216.0	Resolution 3434 Regional Transit Expansion Program

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# projects by county

## Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> (continued from previous page)					
22106	Extend Whitesell Street as a 4-lane arterial from Enterprise to Depot Road	\$11.0		\$11.0	
22432	Construct Irvington BART Station	\$76.0		\$76.0	
22660	Widen I-880 by adding one lane in each direction between Whipple and Jackson	TBD		TBD	
22667	Tri-Valley rail extension from Dublin/Pleasanton BART Station to Greenville Road in the I-580 median	\$900.0		\$900.0	
22668	Add northbound and southbound I-680 HOV lanes between Route 84 in Alameda County to Alcosta Boulevard in Contra Costa County	\$180.0		\$180.0	
22670	Widen I-880 for HOV lanes northbound from Hacienda overcrossing to 98th Avenue and southbound from 98th Avenue to Marina Boulevard	TBD		TBD	

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## Contra Costa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Adequate Maintenance</b>					
94553	Local streets and roads pavement and non-pavement maintenance	\$1,288.0	\$1,288.0		
94036	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$119.0	\$119.0		
22404	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$782.4		\$782.4	
94050	Upgrade Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2)	\$50.0	\$50.0		
94556	BART (Contra Costa County share) — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion)	\$4,612.0	\$4,277.6	\$334.4	
94557	AC Transit (Contra Costa County) — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$1,021.7	\$951.5	\$70.2	
94558	Central Contra Costa Transit Authority (CCCTA) — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$801.4	\$794.3	\$7.1	
21864	Local bridge maintenance	\$71.0	\$71.0		

## System Efficiency

94046 <sup>‡</sup>	Non-capacity-increasing improvements to interchanges and parallel arterials to Route 4	\$9.1	\$9.1		
94048 <sup>‡</sup>	Non-capacity-increasing improvements to interchanges and parallel arterials to I-80	\$12.3	\$12.3		
98126 <sup>‡</sup>	Non-capacity-increasing improvements to interchanges and parallel arterials to I-680 and Route 24	\$9.1	\$9.1		
94051 <sup>†</sup>	I-680 auxiliary lane from Diablo Road to Sycamore Valley Road (Segment 1) in Danville and from Crow Canyon Road to Bollinger Canyon Road (Segment 3) in San Ramon	\$22.5	\$22.5		
94532 <sup>†</sup>	Gateway Lamorinda Traffic Program	\$14.8	\$14.8		1988 Measure C sales tax project
94538*	Route 4 transportation management system	\$0.7	\$0.7		
98127*	I-680/Alcosta Boulevard interchange improvements	\$14.8	\$14.8		Includes developer fees
98196 <sup>†</sup>	Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way	\$6.8	\$6.8		
98198* <sup>‡</sup>	Vasco Road safety and operational improvements in Contra Costa and Alameda counties	\$18.0	\$18.0		

(Continues on next page)

# projects by county

## Contra Costa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b> (continued from previous page)					
21202 <sup>‡</sup>	Regional and local pedestrian and bicycle improvements, including overcrossing locations to be determined	\$39.3	\$19.3	\$20.0	
22353 <sup>†</sup>	I-680 southbound HOV gap closure between North Main Street and Livorna	\$14.0	\$14.0		Regional Measure 2 Toll Bridge Program
22602 <sup>†</sup>	Construct I-680 auxiliary lanes in both directions from Sycamore Valley Road to Crow Canyon Road	\$36.5	\$36.5		
22637 <sup>†</sup>	BART crossover at the Pleasant Hill BART Station	\$25.0	\$25.0		Regional Measure 2 Toll Bridge Program
21036	Selected additional I-680 auxiliary lanes south of I-680/Route 24 interchange	\$20.0		\$20.0	
22004	AC Transit Regional Lifeline Transit priorities	\$50.0		\$50.0	
22336 <sup>‡</sup>	Widen shoulders of Byron Highway and construct grade separation over Union Pacific railroad tracks	\$20.0		\$20.0	
22351 <sup>‡</sup>	I-680 northbound HOV gap closure between North Main Street and Route 242	\$43.0		\$43.0	
22352 <sup>‡</sup>	I-680/Norris Canyon Road direct HOV ramps in San Ramon	\$44.0		\$44.0	
22354 <sup>‡</sup>	I-680/Marina Vista interchange improvements	\$8.0		\$8.0	
22360 <sup>‡</sup>	I-80/San Pablo Dam Road interchange reconstruction	\$25.0		\$25.0	
22375	Route 24 and I-680 Traffic Operations System (TOS) and fiber optic cable project	\$5.0		\$5.0	
22376	Route 4 ramp meter, Traffic Operations System (TOS) and fiber optic cable project	\$5.0		\$5.0	
22378	I-80 and I-580 Traffic Operations System (TOS) and fiber optic cable project	\$5.0		\$5.0	
22382 <sup>‡</sup>	Richmond Parkway/San Pablo Avenue grade separated interchange	\$20.0		\$20.0	
22383 <sup>‡</sup>	Upgrade Richmond Parkway geometry to principal arterial standards	\$50.0		\$50.0	
22390 <sup>‡</sup>	Reconstruct Route 4/Willow Pass Road ramps in Concord	\$15.0		\$15.0	
22611 <sup>‡</sup>	Low-income student bus pass program	\$14.5		\$14.5	
22612 <sup>‡</sup>	I-680/Sycamore Valley Road direct HOV ramps in Danville	\$66.0		\$66.0	

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## Contra Costa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b>					
94045 <sup>†</sup>	New express buses for I-80 HOV service (capital costs)	\$16.9	\$16.9		
94047 <sup>†</sup>	Extend the northern limits of the I-80 westbound HOV lane from north of Cummings Skyway to Route 4	\$30.0	\$30.0		
94052*	I-680 HOV lanes from Marina Vista interchange to North Main Street (southbound) and from Route 242 northbound to the Marina Vista interchange	\$54.5	\$54.5		
94054*	Martinez Intermodal Terminal Facility (Phases 1 and 2); includes construction of a new passenger rail station, bus facilities and parking	\$31.3	\$31.3		
94531*	Widen Route 4 to 6 mixed flow lanes and 2 HOV lanes from Bailey Road to Railroad Avenue with median wide enough to accommodate future BART and restripe from Route 242 to Bailey Avenue for HOV lanes	\$28.0	\$28.0		1988 Measure C sales tax project
96022 <sup>†</sup>	Route 4 Bypass, Segment 1: construct a 6-lane facility from Route 4 to Laurel Road and a 4-lane facility from Laurel Road interchange to Lone Tree Way, and add interchanges at Laurel Road and Lone Tree Way	\$85.0	\$85.0		Funded by East Contra Costa Regional Fee and Financing Authority (ECCRFA)
98104*	Widen Route 4 from Railroad Avenue to Loveridge: interchange improvements and highway widening to 6 mixed flow lanes and 2 HOV lanes	\$100.0	\$100.0		
98115 <sup>†</sup>	Widen Ygnacio Valley/Kirker Pass Roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	\$6.0	\$6.0		100% locally funded
98130 <sup>††</sup>	Widen Alhambra Avenue from 2 lanes to 4 lanes from Route 4 to McAlvey Drive	\$14.6	\$14.6		
98132 <sup>†</sup>	Widen and extend Bollinger Canyon Road to 6 lanes from Alcosta Boulevard to Dougherty Road	\$4.4	\$4.4		Includes developer fees
98133 <sup>††</sup>	Widen Pacheco Boulevard from 2 lanes to 4 lanes from Blum Road to Arthur Road	\$15.0	\$15.0		
98134 <sup>†</sup>	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	\$45.0	\$45.0		
98135 <sup>†</sup>	Construct Windermere Parkway: 4 lanes from Bollinger Canyon Road extension to East Branch	\$14.0	\$14.0		100% locally funded through developer fees
98136 <sup>†</sup>	Construct East Branch as 4 lanes from Bollinger Canyon Road extension to Camino Tassajara	\$14.0	\$14.0		100% locally funded through developer fees
98142 <sup>†</sup>	Widen Route 4 from 4 lanes to 8 lanes with HOV lanes from Loveridge Road to Somersville Road	\$70.0	\$70.0		
98157 <sup>†</sup>	Enhancements to AC Transit bus service for the San Pablo corridor in Contra Costa County	\$8.5	\$8.5		
98193 <sup>†</sup>	Extend Panoramic Drive from North Concord BART Station to Willow Pass Road	\$10.0	\$10.0		100% locally funded
98194 <sup>††</sup>	Extend Commerce Avenue between Pine Creek and Waterworld Parkway to connect Willow Pass Road with Route 242/Concord Avenue interchange	\$6.2	\$6.2		

(Continues on next page)

# projects by county

## Contra Costa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> (continued from previous page)					
98197*	Richmond intermodal transfer station (station building)	\$4.1	\$4.1		
98211†	I-80 eastbound HOV lane extension from Route 4 to the Crockett interchange just south of the Carquinez Bridge	\$50.0	\$50.0		Regional Measure 2 Toll Bridge Program
98221	Route 4 Bypass, Segment 2, Phase 2: widen to 4 lanes from Lone Tree Way to Balfour Road	\$12.0	\$12.0		Funded through East Contra Costa Regional Fee and Financing Authority (ECCRFA)
98222‡	Route 4 Bypass, Segment 1: Route 160 freeway-to-freeway connectors to and from the north	\$23.0	\$23.0		
98999†‡	Widen Route 4 eastbound from 4 lanes to 8 lanes from Somersville Road to Route 160	\$232.0	\$232.0		
21203†	Express bus capital costs for commuter bus service from Contra Costa Express Bus Study	\$6.8	\$6.8		
21204	Ancillary park-and-ride, transit access, express bus service enhancements	\$6.8	\$6.8		
21205†‡	I-680/Route 4 interchange freeway-to-freeway direct connectors: eastbound Route 4 to southbound I-680, and northbound I-680 to westbound Route 4 (Phases 1 and 2)	\$112.0	\$112.0		
21206†‡	Caldecott Tunnel fourth bore	\$218.0	\$218.0		Includes \$8 million from Alameda County and \$20 million from Contra Costa County; cost assumes 2-lane bore on the north side
21207†‡	Martinez Intermodal Terminal Facility (Phase 3 initial segment): 200 interim parking spaces (includes site acquisition, demolition and construction)	\$6.8	\$6.8		
21208†	Richmond Parkway Transit Center (includes signal reconfiguration/timing, new 700–800-space parking facility and security improvements at Hilltop park-and-ride lot)	\$25.0	\$25.0		Regional Measure 2 Toll Bridge Program
21209†	Hercules Transit Center relocation and expansion	\$6.8	\$6.8		
21210†‡	Capitol Corridor train station in Hercules	\$13.0	\$13.0		2000 Traffic Congestion Relief Program (TCRP) project
21212†	Construct auxiliary lane along eastbound Route 4 and widen Hillcrest Avenue eastbound off-ramp from 1 lane to 2 lanes	\$2.5	\$2.5		
21213†	Pittsburg/Bay Point BART Station parking & lighting improvements (400 new spaces)	\$4.0	\$4.0		
21214*	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	\$8.5	\$8.5		
21216†	Extend Laurel Road from Route 4 Bypass to Empire Avenue	\$20.0	\$20.0		
22600*	Widen Somersville Road Bridge in Antioch to 4 lanes	\$1.0	\$1.0		

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## Contra Costa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b>					
22601 <sup>†</sup>	Route 4 Bypass, Segment 3: construct a 2-lane facility from Balfour Road to Walnut Boulevard, and upgrade Marsh Creek Road	\$47.0	\$47.0		
22603 <sup>†</sup>	Richmond intermodal transfer station (680-space parking garage)	\$13.0	\$13.0		
21218 <sup>‡</sup>	Additional bus transit operations support	\$130.0		\$130.0	
21223 <sup>‡</sup>	I-680 transit corridor improvements (including express bus service enhancements and improved connections to BART)	\$100.0		\$100.0	
21211 <sup>†‡</sup>	BART/East Contra Costa rail extension (environmental, preliminary engineering and right-of-way)	\$181.0	\$181.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22011 <sup>‡</sup>	BART/East Contra Costa rail extension (construction reserve only; full project not included in Financially Constrained Element)	\$209.0	\$106.0	\$103.0	Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22122 <sup>‡</sup>	Ferry service in western Contra Costa County (Richmond and Hercules or Rodeo)	\$57.0	\$11.0	\$46.0	Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program funds
22342 <sup>‡</sup>	Express bus service expansion along I-680 corridor	\$50.0		\$50.0	
22346 <sup>‡</sup>	Express bus service expansion along I-580 corridor	\$10.0		\$10.0	
22350 <sup>‡</sup>	I-680/Route 4 interchange improvements (Phases 3 through 5) and HOV flyover ramps	\$182.0		\$182.0	
22355 <sup>‡</sup>	I-80/Central Avenue interchange modifications	\$23.0		\$23.0	
22358	I-80/Route 4 interchange improvements	\$100.0		\$100.0	
22365 <sup>‡</sup>	Martinez Ferry landside improvements	\$10.0		\$10.0	
22371	Park-and-ride lots for the support of Regional Express Bus service	\$20.0		\$20.0	
22388 <sup>‡</sup>	Construct Route 242/Clayton Road northbound on-ramp	\$16.0		\$16.0	
22389 <sup>‡</sup>	Construct Route 242/Clayton Road southbound off-ramp	\$15.0		\$15.0	
22392	Route 4/Range Road interchange construction	\$10.0		\$10.0	
22400	Construct Route 239 from Brentwood to Tracy Expressway	\$100.0		\$100.0	
22402 <sup>‡</sup>	School bus programs in San Ramon and Lamorinda	\$112.0	\$42.0	\$70.0	
22510	Antioch/Pittsburg to Martinez to San Francisco ferry service	\$33.0	\$33.0		Resolution 3434 Regional Transit Expansion Program; no operating funds identified
22516	Enhance Capitol Corridor regional rail service (West Contra Costa and Solano counties)	\$70.0		\$70.0	

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# projects by county

## Contra Costa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> (continued from previous page)					
22604 <sup>‡</sup>	Construct safety and operational improvements (including potential realignment) on Vasco Road from Brentwood to Alameda County line	\$50.0		\$50.0	
22605 <sup>‡</sup>	Route 4 Bypass, Segments 2 & 3: widen and upgrade to full freeway (widen segment 2 to 6 lanes from Lone Tree to Balfour, and widen segment 3 to 4 lanes from Balfour to Walnut)	\$130.0		\$130.0	
22607 <sup>‡</sup>	Major streets widening, extensions and interchange improvements (East County)	\$50.0		\$50.0	
22609 <sup>‡</sup>	Major streets widening, extensions and interchange improvements (Central County)	\$200.0		\$200.0	
22610 <sup>‡</sup>	Major streets widening, extensions and interchange improvements (West County)	\$50.0		\$50.0	
22613 <sup>‡</sup>	Major streets widening, extensions and interchange improvements (Southwest County)	\$50.0		\$50.0	
22614 <sup>‡</sup>	Martinez Intermodal Station (Phase 3): construction of an additional 425 spaces and auto/pedestrian bridges	\$6.8		\$6.8	
22981 <sup>‡</sup>	Widen Route 4 as continuous 4-lane arterial from Marsh Creek Road to San Joaquin County line	\$100.0		\$100.0	

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## Marin County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Adequate Maintenance</b>					
98511	Local streets and roads pavement and non-pavement maintenance	\$326.6	\$326.6		
94055	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$62.2	\$62.2		
22405 <sup>‡</sup>	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$259.4	\$259.4		
94572	Golden Gate Transit (Marin County share) — Transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	\$1,903.3	\$1,761.3	\$142.0	
98525	Seismic retrofit and upgrade (rehabilitation) of local bridges and overpasses shortfall	\$16.7	\$4.0	\$12.7	
21865	Local bridge maintenance	\$23.5	\$23.5		

## System Efficiency

21302 <sup>‡</sup>	Bicycle and pedestrian projects	\$86.5	\$15.5	\$71.0	Includes central Marin ferry access improvements project funded by Regional Measure 2 Toll Bridge Program
21888*	Construct flyover from Sanitary Landfill Road east of U.S. 101 to southbound U.S. 101	\$6.9	\$6.9		100% privately funded project
22146 <sup>†</sup>	Construct Class 1 bicycle path between Larkspur and Central San Rafael; includes rehabilitation of Cal Park Hill Tunnel	\$12.5	\$12.5		Regional Measure 2 Toll Bridge Program
22159 <sup>†</sup>	Marin County U.S. 101 northbound ramp meter, Traffic Operation System (TOS), fiber optic cable project	\$8.1	\$1.5	\$6.6	
22160 <sup>†</sup>	Marin County U.S. 101 southbound and I-580 ramp meter, Traffic Operation System (TOS), fiber optic cable project	\$10.1	\$1.8	\$8.3	
21315	U.S. 101/Miller Creek Road interchange improvements in Marinwood: signalize ramp intersections	\$1.0		\$1.0	
22430	Kerner Boulevard/Francisco Boulevard East/Andersen Drive underpass connector	\$5.0		\$5.0	
22436	U.S. 101 southbound auxiliary lane from Lincoln to Mission	\$4.0		\$4.0	
22437	U.S. 101 northbound auxiliary lane at Nave Drive	\$20.3		\$20.3	

# projects by county

## Marin County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b>					
94563 <sup>†</sup>	Widen U.S. 101 for HOV lanes (one in each direction) from Lucky Drive in Corte Madera to North San Pedro Road in San Rafael	\$127.1	\$127.1		2002 Traffic Congestion Relief Program (TCRP) project. Initial phase fully funded at \$152.1 million.
98154 <sup>†</sup>	Widen U.S. 101 from Route 37 to the Sonoma County line from 4 lanes to 6 lanes (including 2 HOV lanes) and convert some highway sections to freeway standards	\$200.0	\$200.0		Joint project between Marin and Sonoma counties. See companion Sonoma County project #98147 on page 120.
98178*	U.S. 101/Sir Francis Drake Boulevard improvements	\$0.5	\$0.5		Regional Measure 2 Toll Bridge Program
98179*	U.S. 101/Tiburon Boulevard interchange improvements	\$18.5	\$10.5	\$7.9	Includes developer fees
21303 <sup>‡</sup>	Local Marin bus service enhancements (capital only)	\$58.6	\$6.8	\$51.8	
21306*	U.S. 101/Lucas Valley Road interchange improvements	\$19.3	\$4.7	\$14.7	
21308 <sup>†</sup>	Expand Manzanita park-and-ride lot	\$22.4	\$10.1	\$12.3	
21325 <sup>†</sup>	U.S. 101/Greenbrae interchange improvements	\$47.5	\$47.5		Regional Measure 2 Toll Bridge Program
22157 <sup>†</sup>	Park-and-ride lots for support of Regional Express Bus service	\$15.3	\$5.0	\$10.3	
21030	I-580/U.S. 101 interchange improvements and new freeway-to-freeway connectors from westbound I-580 to northbound and southbound U.S. 101	\$101.7		\$101.7	
21317	Widen Route 1 from U.S. 101 to Flamingo Road	\$4.3		\$4.3	
22419 <sup>‡</sup>	Widen U.S. 101 for HOV lanes (one in each direction) from Lucky Drive in Corte Madera to North San Pedro Road in San Rafael	\$25.0		\$25.0	
22429	U.S. 101/Manuel Freitas Parkway interchange improvements	\$5.0		\$5.0	

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

\* Project will be completed and operational by 2006 for federal air quality conformity purposes.

<sup>†</sup> Project will be completed and operational by 2015 for federal air quality conformity purposes.

<sup>‡</sup> Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes.

## Napa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					

### Adequate Maintenance

94576	Local streets and roads pavement and non-pavement maintenance	\$218.1	\$218.1		
94064	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$65.8	\$65.8		
22406	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$399.1		\$399.1	
94070*	Transit service center on Soscol Avenue at Jackson Street and operational improvements to existing transit programs	\$2.0	\$2.0		
21871	Local bridge maintenance	\$24.6	\$24.6		
22745	Countywide local roads and streets maintenance	\$150.8		\$150.8	
22750	Transportation project environmental mitigation	\$11.3		\$11.3	

### System Efficiency

22417	Safe Routes to School bicycle and pedestrian program	\$8.3		\$8.3	
22740	Route 29 safety and operational improvements	\$38.0		\$38.0	
22742	Senior and disabled free fares	\$6.8		\$6.8	
22744	Countywide traffic signal coordination	\$5.0		\$5.0	
22747	Route 12/Route 29/Route 121 intersection improvements	\$18.5		\$18.5	

### Strategic Expansion

94071*	Replace Napa River (Maxwell) Bridge and widen from 2 lanes to 4 lanes on Route 121 over the Napa River in the city of Napa	\$29.0	\$29.0		
94076*	Trancas intermodal facility adjacent to interchange at Route 29 and Redwood Road/Trancas Street	\$0.8	\$0.8		
94575*	Construct grade-separated interchange at Route 29 and Redwood Road/Trancas Street	\$53.0	\$53.0		
94073 <sup>†</sup>	Construct new southbound Route 221 to southbound Route 29 flyover (including auxiliary lane to Route 12/Route 29)	\$20.0	\$20.0		
94074 <sup>†</sup>	Widen Route 12 (Jamieson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Napa County portion of project)	\$52.0	\$52.0		See companion Solano County project #94152 on page 117
94075 <sup>†</sup>	Route 12/Route 29/Airport interchange construction	\$39.9	\$39.9		
22743	Express bus/pre-rail program	\$100.0		\$100.0	
22746	Widen Route 29/First Street overcrossing to 4 lanes	\$20.0		\$20.0	
22749	Safety and congestion relief program on arterials and county roads	\$43.6		\$43.6	

# projects by county

## San Francisco County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Adequate Maintenance</b>					
94627	Local streets and roads pavement and non-pavement maintenance	\$997.5	\$997.5		
94078	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$104.4	\$104.4		
21548	Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation	\$1,361.7	\$8.0	\$1,353.7	
98102*	South access to the Golden Gate Bridge: Doyle Drive environmental study	\$16.2	\$16.2		2003 Proposition K sales tax project
94089†	Reconstruct Doyle Drive from Golden Gate Bridge toll plaza to Broderick Street (includes Route 1/U.S. 101 interchange improvements)	\$446.7	\$446.7		
94625†	Upgrade Bernal Heights streets to accommodate emergency vehicle access	\$2.4	\$2.4		2003 Proposition K sales tax project
94635	BART (San Francisco County share) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	\$3,669.5	\$3,403.5	\$266.0	
94636	San Francisco Municipal Railway (Muni) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$16,410.3	\$15,582.2	\$828.1	
22481	Caltrain (San Francisco County share) — transit operating and capital improvement program (including replacement, rehabilitation and system enhancements for rolling stock, equipment, fixed facilities and other capital assets). Station Improvements (e.g., platforms) are included.	\$1,256.2	\$1,076.7	\$179.5	
22482	Golden Gate Transit (San Francisco County share) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	\$175.5	\$162.6	\$12.9	
94637	Paratransit	\$291.0	\$291.0		2003 Proposition K sales tax project
21505	Local bridge seismic work	\$8.0	\$4.0	\$4.0	
21526	Transit rehabilitation and replacement	\$73.0	\$8.0	\$65.0	
21533	Street tree program	\$95.0	\$95.0		2003 Proposition K sales tax project
21866	Local bridge maintenance	\$61.7	\$61.7		
22248	Wheelchair curb ramps program	\$68.0	\$58.0	\$10.0	2003 Proposition K sales tax project
22249	New and upgraded streets program	\$24.1	\$24.1		2003 Proposition K sales tax project
22426†	Islais Creek maintenance facility	\$74.0	\$74.0		2003 Proposition K sales tax project
94090	Bicycle and pedestrian program	\$127.1	\$127.1		2003 Proposition K sales tax project

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

\* Project will be completed and operational by 2006 for federal air quality conformity purposes.

† Project will be completed and operational by 2015 for federal air quality conformity purposes.

‡ Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes.

## San Francisco County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					

### System Efficiency

94624	Traffic signals and signs program	\$203.8	\$148.8	\$55.0	2003 Proposition K sales tax project
94639	Travel Demand Management (TDM) Program	\$13.2	\$13.2		2003 Proposition K sales tax project
98593*	Integrated Transportation Management System (SFgo) Initial Phase	\$5.9	\$5.9		2003 Proposition K sales tax project
98630 <sup>†</sup>	BART Advanced Automatic Train Control System (county share)	\$53.0	\$53.0		
21501	Bicycle projects and programs	\$4.0	\$2.0	\$2.0	
21502	Pedestrian projects and programs	\$4.0	\$2.0	\$2.0	
21503	Traffic calming program	\$84.0	\$74.0	\$1.0	2003 Proposition K sales tax project
21506*	Advanced Technology and Information Systems (SFgo)	\$58.0	\$8.0	\$50.0	
21507	Transit enhancement program; includes transit system connectivity and accessibility, service gap closures and expanded service	\$95.0	\$50.0	\$45.0	2003 Proposition K sales tax project
21529	New and upgraded local streets and roads	\$38.0	\$8.0	\$30.0	
21535	Travel Demand Management (TDM) and planning for transit, bicycle and pedestrians (includes funding match for Transportation for Livable Communities/Housing Incentive Programs)	\$4.0	\$2.0	\$2.0	
21544	Balboa Park BART Station expansion	\$34.5	\$9.7	\$24.8	2000 Traffic Congestion Relief Program (TCRP) project
22420 <sup>†</sup>	Bus Rapid Transit (BRT)/Transit Preferential Streets (TPS) Program	\$240.0	\$130.0	\$110.0	2003 Proposition K sales tax project
22514	Integrated Traffic Management System (SFgo)	\$19.6	\$19.6		2003 Proposition K sales tax project

### Strategic Expansion

94632*	Third Street Light-Rail Project: light-rail transit extension to Bayview Hunters Point (Phase 1, initial operating segment)	\$583.9	\$583.9		Regional Measure 2 Toll Bridge Program; under construction
21510 <sup>†</sup>	Third Street Light-Rail Project: light-rail transit extension to Chinatown (Phase 2, Central Subway)	\$694.0	\$694.0		Resolution 3434 Regional Transit Expansion Program; Phase 1 funding will count as local match toward Phase 2 for purposes of New Rail Starts funding
21342 <sup>†</sup>	Caltrain downtown extension/Transbay Terminal replacement (environmental, preliminary engineering and right-of-way acquisition)	\$274.0	\$274.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22008	Caltrain downtown extension/TransBay Terminal replacement (construction reserve only; full project not included in Financially Constrained Element)	\$1,543.0	\$1,277.0	\$266.0	Resolution 3434 Regional Transit Expansion Program
21549 <sup>†</sup>	Construct access route linking Hunters Point Shipyard Redevelopment Area to U.S. 101 (involves environmental study, design and right-of-way acquisition)	\$12.7	\$12.7		TEA-21 federal earmark project

(Continues on next page)

# projects by county

## San Francisco County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> <i>(continued from previous page)</i>					
22255*	Construct Illinois Street Intermodal Bridge across Islais Creek to connect to Port of San Francisco's Pier 80 cargo terminal	\$15.3	\$15.3		
22412	Additional light-rail vehicles (LRVs) to expand Muni rail service	\$5.8	\$5.8		2003 Proposition K sales tax project
22415†	Expand historic streetcar service	\$6.4	\$6.4		Regional Measure 2 Toll Bridge Program and 2003 Proposition K sales tax project
22512	Treasure Island to San Francisco ferry service (capital reserve only; full project not included in Financially Constrained Element)	\$21.0	\$21.0		Resolution 3434 Regional Transit Expansion Program; no operating funds identified

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

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† Project will be completed and operational by 2015 for federal air quality conformity purposes.

‡ Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes.



## San Mateo County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					

### Adequate Maintenance

94662	Local streets and roads pavement and non-pavement maintenance	\$1,147.6	\$1,147.6		
94093	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$58.0	\$58.0		
22408	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$355.9		\$355.9	
94656 <sup>†</sup>	Devil's Slide bypass	\$280.0	\$280.0		
94664	Caltrain (San Mateo County share) — transit operating and capital improvement program (including replacement, rehabilitation and system enhancements for rolling stock, equipment, fixed facilities and other capital assets). Station improvements (e.g., platforms) are included.	\$1,254.7	\$1,076.7	\$178.0	
94666	SamTrans — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$3,081.6	\$3,021.6	\$60.0	
21876	BART (San Mateo County share) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	\$1,384.1	\$1,283.8	\$100.3	
21630	Continuation of SamTrans express service	\$3.0	\$3.0		Regional Measure 2 Toll Bridge Program
21867	Local bridge maintenance	\$31.3	\$31.3		
22261 <sup>†</sup>	Route 1/San Pedro Creek Bridge replacement project (initial phase)	\$6.2	\$6.2		
94667 <sup>‡</sup>	SamTrans Americans With Disabilities Act (ADA) services	\$60.0		\$60.0	

### System Efficiency

94100 <sup>†</sup>	U.S. 101 auxiliary lanes from Marsh Road to Route 92	\$59.9	\$59.9		1988 Measure A sales tax project; under construction
94644 <sup>‡</sup>	Route 92 westbound slow vehicle lane between Route 35 and I-280	\$58.0	\$12.5	\$45.5	
98176 <sup>†</sup>	U.S. 101 auxiliary lanes from 3rd Avenue to Millbrae and U.S. 101/Peninsula Avenue interchange reconstruction	\$81.7	\$81.7		
98203 <sup>†</sup>	Study of Route 1 in Half Moon Bay area operational and safety improvements	\$4.0	\$4.0		
21349	U.S. 101/Ralston Avenue interchange improvement	\$14.4	\$14.4		
21602 <sup>†</sup>	U.S. 101/Broadway interchange reconstruction	\$56.0	\$56.0		
21603 <sup>†</sup>	U.S. 101/Woodside Road interchange improvements	\$50.0	\$50.0		

(Continues on next page)

# projects by county

## San Mateo County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b> (continued from previous page)					
21606 <sup>†</sup>	U.S. 101/ Willow Road interchange reconstruction	\$49.5	\$49.5		
21607 <sup>†</sup>	U.S. 101/University Avenue interchange reconstruction	\$4.9	\$4.9		
21608 <sup>†</sup>	U.S. 101 northbound and southbound auxiliary lanes from Marsh Road to Santa Clara County line	\$91.2	\$91.2		
21615 <sup>†</sup>	I-280/Route 1 interchange safety improvements (initial phase)	\$7.0	\$7.0		1988 Measure A sales tax project
21623 <sup>†</sup>	Caltrain local station improvements in San Mateo County	\$67.0	\$67.0		1988 Measure A sales tax project
21624	Transit-Oriented Development Incentives Program	\$30.0	\$30.0		
21626 <sup>†‡</sup>	Caltrain grade separation program (San Mateo County)	\$381.3	\$275.6	\$105.7	1988 Measure A sales tax project
22223 <sup>†</sup>	Study of U.S. 101/Peninsula Avenue southbound ramps	\$4.0	\$4.0		
22230 <sup>†</sup>	Study of I-280 auxiliary lanes from I-380 to Hickey Boulevard	\$13.0	\$13.0		
22262 <sup>†</sup>	U.S. 101 North and Route 92 ramp metering, Traffic Operations System (TOS) and fiber communications project	\$9.6	\$2.0	\$7.6	
22264 <sup>†</sup>	I-280 North and I-380 ramp metering, Traffic Operations System (TOS), fiber communications project	\$9.4	\$2.0	\$7.4	
22265 <sup>†</sup>	I-280 South and Route 92 ramp metering, Traffic Operations System (TOS) and fiber communications project	\$6.1	\$2.0	\$4.1	
22274 <sup>†‡</sup>	Intelligent Transportation System (ITS) improvements in San Mateo County	\$20.0	\$14.0	\$6.0	
22424 <sup>†</sup>	BART Advanced Automatic Train Control (AATC) Phase V — Daly City to Millbrae/SFO	\$53.0	\$53.0		
22756 <sup>†</sup>	U.S. 101/Candlestick interchange reconstruction (Phase 1)	\$10.0	\$10.0		
21604 <sup>‡</sup>	U.S. 101 auxiliary lanes from Sierra Point to San Francisco County line	\$6.0		\$6.0	
21610 <sup>‡</sup>	U.S. 101 auxiliary lanes from San Bruno Avenue to Grand Avenue	\$26.3		\$26.3	
21893 <sup>‡</sup>	Route 92 between Half Moon Bay city limits and Pilarcitos Creek alignment and shoulder improvements	\$30.0		\$30.0	
22224 <sup>‡</sup>	Caltrain and California High-Speed Rail grade separations and station in Atherton	\$66.1		\$66.1	
22229 <sup>‡</sup>	U.S. 101/Sierra Point Parkway interchange replacement	\$14.0		\$14.0	
22231 <sup>‡</sup>	Widen north side of John Daly Boulevard/I-280 overcrossing for additional westbound traffic lane and dedicated right-turn lane for southbound I-280 off-ramp	\$9.0		\$9.0	
22232	Construct streetscape improvements on Mission Street from San Pedro Road to John Daly Boulevard	\$12.4		\$12.4	

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

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‡ Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes.

## San Mateo County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					

### System Efficiency

22273 <sup>‡</sup>	U.S. 101/Candlestick interchange reconstruction (Phase 2)	\$37.7		\$37.7	
22725 <sup>‡</sup>	I-280/Route 1 interchange improvements	\$47.0		\$47.0	
22727 <sup>‡</sup>	U.S. 101/Peninsula Avenue southbound ramps	\$28.0		\$28.0	
22729 <sup>‡</sup>	I-280 auxiliary lanes from I-380 to Hickey Boulevard	\$87.0		\$87.0	
22739 <sup>‡</sup>	U.S. 101 operational improvements near Route 92	\$9.0		\$9.0	
22751 <sup>‡</sup>	Route 1 operational and safety improvements in Half Moon Bay area	\$26.0		\$26.0	

### Strategic Expansion

94643	Widen Route 92 between Route 1 and Half Moon Bay city limits	\$13.9	\$13.9		
98204 <sup>†</sup>	Construct Route 1 northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	\$15.5	\$15.5		
21605*	U.S. 101/Oyster Point Boulevard interchange improvements (Phases 2 and 3)	\$40.0	\$40.0		
22125 <sup>†</sup>	Ferry service from South San Francisco to San Francisco	\$30.0	\$30.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22236 <sup>†</sup>	Study of Hillsdale Transit Center relocation	\$3.0	\$3.0		
22239 <sup>†</sup>	Study of Manor Drive/Route 1 overcrossing widening and improvement project	\$2.0	\$2.0		
22268 <sup>‡</sup>	Countywide shuttle service programs	\$68.0	\$8.0	\$60.0	
22282 <sup>†</sup>	Widen U.S. 101 southbound by adding 5th lane from westbound Route 92 loop on-ramp to Ralston Avenue off-ramp	\$1.0	\$1.0		
21609 <sup>‡</sup>	I-280/I-380 local access improvements from Sneath Lane and San Bruno Avenue to I-380	\$13.5		\$13.5	
21892 <sup>‡</sup>	Widen Route 84 from 4 lanes to 6 lanes from El Camino Real to Broadway	\$11.0		\$11.0	
22120 <sup>‡</sup>	Ferry service from Redwood City to San Francisco to Alameda (capital reserve only; full project not included in Financially Constrained Element)	\$23.0	\$23.0		Resolution 3434 Regional Transit Expansion Program; no operating funds identified
22227 <sup>‡</sup>	Extend Geneva Avenue from Bayshore Boulevard to U.S. 101/Harney ramps from 4 lanes to 6 lanes (includes grade separation with Caltrain tracks and Tunnel Avenue)	\$64.8		\$64.8	Expect 50% of the project to be funded through developer fees
22228 <sup>‡</sup>	Extend Lagoon Way to connect to U.S. 101, Bayshore Boulevard and Guadalupe Canyon Parkway	\$16.5		\$16.5	Expect 25% of the project to be funded through developer fees

(Continues on next page)

# projects by county

## San Mateo County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> (continued from previous page)					
22267 <sup>‡</sup>	Union Pacific Railroad right-of-way acquisition for transit, bicycle and pedestrian use	\$8.0		\$8.0	
22271 <sup>‡</sup>	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane	\$40.0		\$40.0	
22279 <sup>‡</sup>	U.S. 101/Produce Avenue interchange project	\$77.3		\$77.3	
22615 <sup>‡</sup>	Dumbarton rail corridor and station improvements	\$30.0		\$30.0	
22622 <sup>‡</sup>	Manor Drive/Route 1 overcrossing widening and improvement project	\$10.0		\$10.0	
21612 <sup>†</sup>	Improve Dumbarton Bridge access to U.S. 101 (Phase 1)	\$35.0	\$35.0		
22723 <sup>‡</sup>	Improve Dumbarton Bridge access to U.S. 101 (Phase 2)	\$35.0		\$35.0	
21613 <sup>†</sup>	Route 92 improvements from San Mateo Bridge to I-280, includes uphill passing lane from U.S. 101 to I-280 (Phase 1)	\$28.0	\$28.0		
22724 <sup>‡</sup>	Route 92 improvements from San Mateo Bridge to I-280 (Phase 2)	\$72.0		\$72.0	
22726 <sup>‡</sup>	South San Francisco to Alameda ferry service	\$5.0		\$5.0	Resolution 3434 Regional Transit Expansion Program
22226*	Caltrain Bayshore intermodal station: cross platform transfers with Third Street LRT and improve bus connections (Phase 1)	\$14.0	\$14.0		
22728 <sup>‡</sup>	Caltrain Bayshore intermodal station: cross platform transfers with Third Street LRT and improve bus connections (Phase 2)	\$22.8		\$22.8	
22732 <sup>‡</sup>	Hillsdale Transit Center relocation	\$34.0		\$34.0	

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## Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					

### Adequate Maintenance

94609	Local streets and roads pavement and non-pavement maintenance	\$2,129.8	\$2,129.8		
94106	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$201.5	\$201.5		
22903	Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement maintenance	\$1,316.9	\$100.0	\$1,216.9	
94610	Valley Transportation Authority (VTA) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$11,054.5	\$10,300.5	\$754.0	
94613	Caltrain (Santa Clara County portion) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$1,256.2	\$1,076.7	\$179.5	
22480	BART (Santa Clara County share) — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion)	\$2,540.1	\$2,355.7	\$184.4	
20002*	Route 85 noise mitigation between I-280 and Route 87	\$7.0	\$7.0		
21750	VTA landscape restoration and graffiti removal program	\$0.5	\$0.5		
21754 <sup>†</sup>	VTA soundwall program	\$10.0	\$10.0		
21868	Local bridge maintenance	\$129.4	\$129.4		
22152 <sup>†</sup>	Reconstruct Mathilda Avenue bridge over Caltrain tracks and Evelyn Avenue	\$17.4	\$17.4		
22807 <sup>†</sup>	Caltrain local station improvements	\$87.2	\$87.2		
22853 <sup>†</sup>	Alma Bridge replacement feasibility study	\$0.3	\$0.3		
22873 <sup>†</sup>	Replace Loyola Bridge bicycle/pedestrian crossing over Foothill Expressway	\$10.0	\$10.0		
22890 <sup>†</sup>	Adobe Creek bike/pedestrian bridge replacement	\$0.5	\$0.5		

### System Efficiency

96002 <sup>†</sup>	Route 152 safety improvements from Uvas Creek to Route 156 near Gilroy	\$21.1	\$21.1		
98103*	Construct auxiliary lane on northbound Route 17 from Camden Avenue to Hamilton Avenue (including improvements to northbound on-ramp from Camden Avenue)	\$12.0	\$12.0		

(Continues on next page)

# projects by county

## Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b> (continued from previous page)					
21558 <sup>†</sup>	Foothill Expressway traffic and signal operational improvements from Edith Avenue to El Monte Avenue, and at Grant Avenue/St. Joseph Avenue intersection	\$1.5	\$1.5		
21703 <sup>†</sup>	I-880/Coleman Avenue interchange improvements	\$70.0	\$70.0		100% fully funded
21705	Route 237/El Camino Real/Grant Road intersection improvements	\$3.0	\$3.0		
21713	Construct auxiliary lane on eastbound Route 237 from North First Street to Zanker Road	\$15.0	\$15.0		
21715 <sup>†</sup>	Route 152/Route 156 interchange improvements	\$27.3	\$27.3		
21718 <sup>†</sup>	Route 85 northbound and southbound auxiliary lanes between Homestead Avenue and Fremont Avenue	\$19.0	\$19.0		
21719 <sup>†</sup>	I-880/I-280/Stevens Creek Boulevard interchange improvements (Phase I)	\$14.0	\$14.0		
21724	Widen U.S. 101 for northbound and southbound auxiliary lane from Trimble Road to Montague Expressway	\$10.0	\$10.0		
21729 <sup>†</sup>	Mary Avenue bicycle and pedestrian overcrossing at I-280	\$7.0	\$7.0		
21730 <sup>†</sup>	Los Gatos Creek Trail from Lincoln Avenue to Auzerais	\$2.0	\$2.0		
21731 <sup>†</sup>	Los Gatos Creek Trail from San Fernando Street to San Carlos Street	\$3.0	\$3.0		
21733 <sup>†</sup>	Uvas Creek Class 1 Trail connection to Gilroy Sports Park (Phases 1 and 2 from Thomas Road Bridge to Gilroy Sports Park)	\$0.5	\$0.5		
21735 <sup>†</sup>	San Tomas Aquino Creek Trail (Route 237 to Santa Clara city limits)	\$19.7	\$19.7		Route 237 to Mission College Boulevard segment is complete
21737 <sup>†</sup>	Borregas Avenue bicycle and pedestrian overcrossings at U.S. 101 and Route 237	\$7.4	\$7.4		
21738 <sup>†</sup>	West Little Llagas Creek bicycle and pedestrian pathway from Spring Road to Watsonville Road	\$2.0	\$2.0		
21739 <sup>†</sup>	Union Pacific bicycle and pedestrian overcrossing from Gibraltar Court to Montague Expressway	\$3.0	\$3.0		
21741 <sup>†</sup>	Bicycle and pedestrian improvements on Hamilton Avenue from Salmar to Creekside (Route 17)	\$2.0	\$2.0		
21742*	River Oaks Parkway bike and pedestrian bridge at Guadalupe River	\$3.0	\$3.0		
21743 <sup>†</sup>	Bicycle improvements on Almaden Expressway between Ironwood Drive and Foxworthy	\$2.0	\$2.0		
21744 <sup>†</sup>	Bike and pedestrian overcrossing at Caltrain railroad tracks near Brokaw Road	\$5.0	\$5.0		
21745 <sup>†</sup>	De Anza Trail (Reach 3)	\$3.0	\$3.0		

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## Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b>					
21746 <sup>†</sup>	Cox Avenue/Southern Pacific railroad intersection improvements; includes improvements to grade crossings and bicycle paths	\$1.0	\$1.0		
21768 <sup>†</sup>	Caltrain local station improvements	\$110.0	\$110.0		
21785 <sup>†</sup>	U.S. 101/Blossom Hill Road interchange improvements	\$7.0	\$7.0		
21786 <sup>†</sup>	U.S. 101/Hellyer Avenue interchange modifications	\$11.0	\$11.0		100% locally funded
21831*	Montague Expressway level-of-service improvements from U.S. 101 to North First Street	\$9.0	\$9.0		1996 Measure B sales tax project (partial funding)
21832 <sup>†</sup>	Central Expressway level-of-service improvements from Bowers Avenue to De la Cruz Boulevard	\$5.0	\$5.0		1996 Measure B sales tax project (partial funding)
21833*	Almaden Expressway level-of-service improvements from Blossom Hill Road to Branham Lane	\$4.0	\$4.0		1996 Measure B sales tax project (partial funding)
21836 <sup>†</sup>	San Tomas Expressway at Hamilton Avenue level-of-service improvements	\$1.1	\$1.1		
21837*	Capitol Expressway level-of-service improvements at McLaughlin Avenue	\$0.5	\$0.5		
21838*	Foothill Expressway level-of-service improvements at various locations	\$2.0	\$2.0		
22010 <sup>†</sup>	Construct I-280 northbound second exit lane to Foothill Expressway	\$1.0	\$1.0		
22012 <sup>†</sup>	Route 237 eastbound auxiliary lane improvement from North First Street to Zanker Road	\$6.0	\$6.0		
22022 <sup>†</sup>	Palo Alto Smart Residential Arterials	\$6.2	\$6.2		
22121 <sup>†</sup>	Loyola Drive/Foothill Expressway intersection improvements	\$10.0	\$10.0		
22168 <sup>†</sup>	Convert one-way streets to two-way streets at various intersections in San Jose	\$20.0	\$20.0		
22246*	Blossom Hill Road pedestrian overcrossing and improvements	\$6.8	\$6.8		
22649 <sup>†</sup>	Widen Campbell Avenue Bridge over Los Gatos Creek to accommodate pedestrian and bicycle facilities	\$1.5	\$1.5		
22801 <sup>†</sup>	Bernardo Avenue pedestrian/bicycle undercrossing at Caltrain tracks	\$5.0	\$5.0		
22802 <sup>†</sup>	Extend Hetch Hetchy pathway from Los Altos Avenue to El Camino Real	\$0.4	\$0.4		
22803*	Bicycle racks program	\$0.2	\$0.2		
22804	Feasibility study of Stevens Creek Trail connection between Mountain View and Cupertino	\$0.1	\$0.1		
22806 <sup>†</sup>	Capitol Avenue/Great Mall Parkway grade separation over Montague Expressway	\$40.0	\$40.0		

(Continues on next page)

# projects by county

## Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b> (continued from previous page)					
22809 <sup>†</sup>	DeWitt Avenue/Sunnyside Avenue intersection realignment	\$5.0	\$5.0		
22810*	San Martin Avenue/Monterey Road railroad crossing improvements	\$1.5	\$1.5		
22811*	Church Avenue/Monterey Highway railroad crossing improvements	\$0.6	\$0.6		
22812 <sup>†</sup>	Capitol Expressway channelization improvements	\$2.0	\$2.0		
22813*	Wedgewood Avenue traffic and pedestrian safety improvements	\$0.6	\$0.6		
22814 <sup>†</sup>	Extend Foothill Expressway westbound deceleration lane at San Antonio Road	\$0.5	\$0.5		
22815 <sup>†</sup>	Miramonte Avenue bikeway improvements	\$0.8	\$0.8		
22816 <sup>†</sup>	Oregon-Page Mill Expressway corridor operational improvements	\$5.0	\$5.0		
22817*	Widen Campbell Avenue to accommodate pedestrian and bicycle facilities	\$2.0	\$2.0		
22818 <sup>†</sup>	Expressway and city street signals coordination	\$10.0	\$10.0		
22819	Santa Teresa Boulevard/Fitzgerald Avenue intersection improvements	\$0.7	\$0.7		
22820 <sup>†</sup>	Expressway traffic signal system upgrade to allow traffic count collection	\$0.5	\$0.5		
22821	Transportation for Livable Communities (TLC) and Pedestrian Program	\$37.4	\$37.4		
22822 <sup>†</sup>	Expressway traffic information outlets	\$5.0	\$5.0		
22826*	Rengstorff Avenue grade separation at Central Expressway and Caltrain tracks	\$0.3	\$0.3		
22827*	Magdalena Avenue/Country Club Drive intersection improvements	\$0.4	\$0.4		
22828*	Dixon Landing Road/North Milpitas Boulevard intersection improvements	\$1.0	\$1.0		
22829 <sup>†</sup>	Fitzgerald Road/Masten Avenue intersection improvements	\$0.8	\$0.8		
22831 <sup>†</sup>	Install traffic signal interconnect systems in Sunnyvale, Palo Alto, Mountain View and Los Altos	\$2.5	\$2.5		
22833 <sup>†</sup>	Route 85/Almaden Expressway interim operational improvements	\$2.0	\$2.0		
22834	Widen Route 237 for eastbound auxiliary lane from Mathilda Avenue to Fair Oaks Avenue	\$5.0	\$5.0		
22835 <sup>†</sup>	Construct Sunnyvale Caltrain Station overpass/underpass for pedestrians and bicyclists	\$1.8	\$1.8		
22837*	Saratoga Avenue and Saratoga-Sunnyvale Road corridor signalization improvements	\$0.5	\$0.5		

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## Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b>					
22839 <sup>†</sup>	Convert HOV lane to mixed-flow lane on Central Expressway between San Tomas and De La Cruz (including removing HOV queue jump lanes at Bowers)	\$0.1	\$0.1		
22840 <sup>†</sup>	Study to reconfigure Route 85/Almaden Expressway interchange (Caltrans Project Study Report/Project Development Study)	\$0.3	\$0.3		
22841 <sup>†</sup>	Los Gatos Creek Trail from San Carlos Street to Guadalupe River	\$5.9	\$5.9		
22842 <sup>†</sup>	Route 152/Ferguson Road intersection improvements	\$1.0	\$1.0		
22844 <sup>†</sup>	Construct right-turn lane from westbound Monroe Street to San Tomas Expressway	\$1.0	\$1.0		
22845	Construct U.S. 101 southbound auxiliary lane from Ellis Street to east-bound Route 237	\$3.0	\$3.0		
22846 <sup>†</sup>	Stevens Creek Trail Reach 4 Central from North Meadow to Dale Avenue neighborhood	\$4.0	\$4.0		
22847 <sup>†</sup>	Route 9 bike lanes from Saratoga through Monte Sereno to Los Gatos	\$1.7	\$1.7		
22848 <sup>†</sup>	Develop high-occupancy/toll (HOT) lane demonstration project on one freeway corridor in Santa Clara County	\$2.0	\$2.0		
22850*	Widen Almaden Plaza Way for a fifth lane at the approach of the Route 85/Almaden Plaza Shopping Center/Alameda Expressway intersection	\$0.8	\$0.8		
22852 <sup>†</sup>	Coyote Creek Trail from Hellyer County Park to Anderson Lake County Park	\$1.3	\$1.3		
22854 <sup>†</sup>	I-280/Oregon-Page Mill interchange modification	\$5.0	\$5.0		
22855 <sup>†</sup>	Coyote Creek Trail connection	\$0.5	\$0.5		
22856 <sup>†</sup>	Lawrence Expressway-Saratoga Avenue corridor signal optimization	\$0.1	\$0.1		
22859*	Berryessa Creek Trail (Reach 3) between Abel Street and Gill Park	\$0.6	\$0.6		
22860 <sup>†</sup>	Replace California Avenue undercrossing of Caltrain tracks and Alama Street	\$5.0	\$5.0		
22861 <sup>†</sup>	Bicycle boulevards and bike lanes network	\$5.0	\$5.0		
22862 <sup>†</sup>	Alum Rock School District area traffic-calming elements	\$2.2	\$2.2		
22863 <sup>†</sup>	Borregas Avenue bike lanes	\$0.2	\$0.2		
22864 <sup>†</sup>	Bollinger Road bike lanes from Anza Boulevard and Lawrence Expressway/Miller Boulevard	\$0.4	\$0.4		
22865*	Coyote Creek trail from Route 237/Bay Trail to Story/Keyes	\$6.1	\$6.1		
22866 <sup>†</sup>	I-280/Lawrence Expressway signal phasing and timing coordination	\$0.1	\$0.1		

(Continues on next page)

# projects by county

## Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b> (continued from previous page)					
22867*	Rancho Rinconada neighborhood traffic management plan	\$0.6	\$0.6		
22868*	Park Avenue bicycle and pedestrian enhancements	\$1.0	\$1.0		
22869†	Guadalupe River Trail from Alviso to I-880	\$5.1	\$5.1		
22870†	Study of Uvas Creek trail extension from Gilroy Sports Park to Gavilan College	\$0.2	\$0.2		
22872*	Widen Montague Expressway for HOV lanes between I-880 and I-680 (6 mixed-flow, 2 HOV lanes)	\$0.1	\$0.1		
22875†	Widen Campbell Avenue Bridge over Los Gatos Creek for pedestrians and bicyclists	\$1.5	\$1.5		
22876*	Convert HOV lanes to mixed-flow lanes on Lawrence Expressway from U.S. 101 to Elko	\$0.1	\$0.1		
22877†	Design and construct bicycle/pedestrian trail along Sunnyvale east drainage trail from JWC Greenway to Tasman Drive	\$0.5	\$0.5		
22878†	Realign Wildwood Avenue to connect with Lawrence Expressway (includes new traffic signal at Lawrence Expressway/Wildwood Avenue intersection)	\$4.3	\$4.3		
22879†	U.S. 101 bike/pedestrian overcrossing at Branham Lane	\$5.0	\$5.0		
22880*	Winchester Boulevard streetscape improvements	\$4.0	\$4.0		
22881	Construct auxiliary lanes on Lawrence Expressway at the Route 237 interchange	\$3.0	\$3.0		
22882†	Bascom Avenue Intelligent Transportation System (ITS) enhancements	\$0.2	\$0.2		
22883†	Modify medians on Lawrence Expressway from De Sota Avenue and St. Lawrence Drive/Lawrence Station Road for limited access	\$0.5	\$0.5		
22884†	Construct bike lanes on Evelyn Avenue from Sunnyvale Avenue to Reed Avenue	\$0.4	\$0.4		
22885†	Extend Los Gatos Creek Trail on west side from Hamilton Avenue to Campbell Avenue	\$2.0	\$2.0		
22886†	Widen McKean Road shoulders to accommodate bicycle improvements	\$5.0	\$5.0		
22887*	Widen south side of Moody Road from Elena Road westbound by 1,500 feet to accommodate bicycle and pedestrian improvements	\$0.2	\$0.2		
22889†	Stevens Creek Trail (Reach 4) south from Dale Avenue neighborhood to Mountain View High School	\$5.0	\$5.0		
22891†	Almaden Expressway pedestrian/bike overcrossing	\$5.7	\$5.7		

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## Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>System Efficiency</b>					
22892	Widen U.S. 101 southbound auxiliary lane from Great America Parkway to Lawrence Expressway	\$2.0	\$2.0		
22893	Widen U.S. 101 for a northbound auxiliary lane from McKee/Julian Street to I-880	\$9.0	\$9.0		
22895 <sup>†</sup>	San Tomas Expressway/Route 17 interchange operational improvements	\$2.0	\$2.0		
22896*	Coyote Creek Trail (Reach 1) from North McCarthy Boulevard to South Ranch Drive	\$1.2	\$1.2		
22987	Java Drive bikeway between Mathilda Avenue and Crossman Avenue	\$0.4	\$0.4		
22808 <sup>†</sup>	Caltrain grade separation program in Santa Clara County	\$10.0		\$10.0	
22910	Intelligent Transportation Systems (ITS) improvements on Santa Teresa Boulevard between Day Road and Mesa Road	\$1.0		\$1.0	
22992	Pedestrian and bicycle improvements	\$10.8		\$10.8	
22993	Local streets and roads improvements (including bicycle and pedestrian amenities, streetscape and signalization)	\$62.6		\$62.6	
22994	I-280 corridor improvements	\$56.0		\$56.0	
22995	Route 85 corridor improvements	\$177.0		\$177.0	
22996	U.S. 101 Central Freeway corridor improvements (I-680/I-280 to Yerba Buena)	\$42.0		\$42.0	

## Strategic Expansion

94117 <sup>†</sup>	Transit centers and park-and-ride lots	\$14.0	\$14.0		
98119*	Vasona Corridor light-rail extension from downtown San Jose to Winchester Boulevard in Campbell	\$320.4	\$320.4		1996 Measure B sales tax project
98121*	Increase Caltrain service from San Jose to Gilroy, includes Caltrain corridor facilities and service improvements	\$136.7	\$136.7		1996 Measure B sales tax and 2000 Traffic Congestion Relief Program (TCRP) project
98140 <sup>†</sup>	I-680 Sunol Grade southbound HOV lanes, ramp metering and auxiliary lane from Route 84 to Route 237 (possible value pricing project)	\$22.0	\$22.0		
98175 <sup>†</sup>	Widen Montague Expressway from 6 lanes to 8 lanes (6 mixed-flow and 2 HOV lanes) from I-680 to U.S. 101	\$26.4	\$26.4		Allows all-day HOV use
20001*	U.S. 101/Bailey Avenue interchange improvements	\$45.0	\$45.0		
21714 <sup>†</sup>	Widen U.S. 101 between Monterey Highway and Route 25 (includes an extension to Santa Teresa Boulevard) and construct a full interchange at U.S. 101/Route 25/Santa Teresa Boulevard	\$85.0	\$85.0		

(Continues on next page)

# projects by county

## Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> (continued from previous page)					
21716	Widen Route 237 from 4 lanes to 6 lanes for HOV lanes between Route 85 and east of Mathilda Avenue	\$36.0	\$36.0		
21717 <sup>†</sup>	Widen Route 25 from U.S. 101 to Route 156 from 2 lanes to 6 lanes (includes new interchange at Route 156)	\$10.0	\$10.0		
21720 <sup>†</sup>	U.S. 101/Tennant Avenue interchange improvements	\$10.0	\$10.0		
21722	U.S. 101 southbound Trimble Road/De La Cruz Boulevard/Central Expressway interchange improvements	\$27.0	\$27.0		
21723 <sup>†</sup>	U.S. 101/Tully Road interchange modifications	\$22.0	\$22.0		
21727 <sup>†</sup>	Route 87/U.S. 101 ramp connection to Trimble Road interchange	\$28.0	\$28.0		Project is under construction
21749 <sup>†</sup>	Extend Butterfield Boulevard from Tennant Avenue to Watsonville Road	\$14.0	\$14.0		
21760 <sup>†</sup>	Double-track segments of the Caltrain line between San Jose and Gilroy	\$100.0	\$100.0		2000 Measure A sales tax and 2000 Traffic Congestion Relief Program (TCRP) project
21787	Palo Alto Intermodal Transit Center (Phase I)	\$50.0	\$50.0		
21794*	Bus Rapid Transit corridor: El Camino Real (Line 22) (Phase 1 and 2)	\$7.0	\$7.0		To be determined by a Major Investment Study (MIS)
21797	Route 17 bus service improvements between downtown San Jose and downtown Santa Cruz	\$1.0	\$1.0		2000 Measure A sales tax project
21922 <sup>†</sup>	San Jose International Airport connections to Guadalupe Light-Rail Transit (LRT)	\$512.0	\$512.0		2000 Measure A sales tax project
21923 <sup>†</sup>	New Bus Rapid Transit corridor: along Stevens Creek Boulevard, El Camino Phase IIIB and Monterey Highway	\$46.0	\$46.0		2000 Measure A sales tax project
22015 <sup>†</sup>	I-680/I-880 cross connector (environmental and conceptual engineering)	\$7.0	\$7.0		
22018	U.S. 101/Mathilda Avenue interchange improvements	\$13.0	\$13.0		
22118 <sup>†</sup>	Extend Hill Road to Peet Avenue	\$5.0	\$5.0		
22134 <sup>†</sup>	Widen U.S. 101 southbound from Story Road to Yerba Buena Road	\$11.0	\$11.0		
22138 <sup>†</sup>	Widen U.S. 101 to 4 lanes from Route 25 to Santa Clara/San Benito County line	\$140.0	\$140.0		
22140	Widen U.S. 101 between Cochrane Road and Monterey Highway from 6 lanes to 8 lanes	\$164.0	\$164.0		
22142 <sup>†</sup>	U.S. 101/Capitol Expressway interchange improvements (includes new northbound on-ramp from Yerba Buena Road)	\$20.0	\$20.0		

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## Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b>					
22145	Widen westbound Route 237 on-ramp from Route 237 to northbound U.S. 101 to 2 lanes and add auxiliary lane on northbound U.S. 101 from Route 237 on-ramp to Ellis Street interchange	\$8.0	\$8.0		
22153	Extend Mary Avenue north across Route 237	\$50.0	\$50.0		
22156	Route 85 northbound to Route 237 eastbound connector ramp improvements	\$22.0	\$22.0		
22162	Route 237 westbound to Route 85 southbound connector ramp improvements	\$18.0	\$18.0		
22164	Route 237 westbound on-ramp at Middlefield Road	\$8.0	\$8.0		
22169 <sup>†</sup>	Widen Coleman Avenue from Hedding Street and a future Autumn Street extension from 4 lanes to 6 lanes	\$14.0	\$14.0		
22170 <sup>†</sup>	Construct I-880 overcrossing on Charcot Avenue between Paragon Drive and Old Oakland Road as a reliever route to Montague Expressway and Brokaw Road	\$36.0	\$36.0		
22171 <sup>†</sup>	Extend Autumn Street from Julian Street to Coleman Avenue to connect I-880 to west part of downtown San Jose	\$10.0	\$10.0		
22175 <sup>†</sup>	Widen Almaden Expressway between Coleman Road and Blossom Hill Road to 8 lanes	\$8.0	\$8.0		
22176*	Widen Berryessa Road from I-680 to Commercial Street from 4 lanes to 6 lanes	\$7.0	\$7.0		
22177*	Widen Branham Lane from Vista Park Drive to Snell Avenue from 4 lanes to 6 lanes	\$8.2	\$8.2		
22178 <sup>†</sup>	Replace 4-lane structure with 6-lane bridge on Calaveras Boulevard over Union Pacific Railroad from Abel Street to Milpitas Boulevard	\$40.0	\$40.0		
22179 <sup>†</sup>	Widen Central Expressway between Lawrence Expressway and San Tomas Expressway from 4 lanes to 6 lanes	\$10.0	\$10.0		
22180 <sup>†</sup>	Widen Central Expressway between Lawrence Expressway and Mary Avenue to provide auxiliary acceleration and/or deceleration lanes	\$13.0	\$13.0		
22181 <sup>†</sup>	Construct 4-lane bridge over Guadalupe River between Almaden Expressway and Fell Avenue to connection sections of Chynoweth Avenue	\$15.0	\$15.0		
22182 <sup>†</sup>	Gilman Road/Arroyo Circle traffic signal and intersection improvements	\$7.0	\$7.0		
22183*	Widen Lucretia Avenue from 2 lanes to 4 lanes from Story Road to Phelan Avenue	\$9.0	\$9.0		
22185*	Widen Oakland Road from 4 lanes to 6 lanes from U.S. 101 to Montague Expressway	\$10.0	\$10.0		

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# projects by county

## Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> (continued from previous page)					
22186 <sup>†</sup>	Widen San Tomas Expressway to 8 lanes between Route 82 and Williams Road	\$28.0	\$28.0		
22422*	Widen Senter Road to 6 lanes between Tully Road and Capitol Expressway	\$6.8	\$6.8		
22805 <sup>†</sup>	Widen Dixon Landing Road from 4 to 6 lanes between North Milpitas Boulevard and 1-880	\$0.5	\$0.5		
22823*	Widen Snell Avenue from 4 lanes to 6 lanes from Branham Lane to Chynoweth Avenue	\$2.8	\$2.8		
22830 <sup>†</sup>	Widen First Street/Route 152 to add one eastbound lane from Church Street to Monterey Street	\$1.2	\$1.2		
22832 <sup>†</sup>	Widen Route 152 from 2 lanes to 4 lanes from Miller Slough to Holsclaw Road (includes widening existing structures over Llagas Creek and old Llagas Creek and new traffic signal at Gilroy Foods/WTI Trucking entrance)	\$10.0	\$10.0		
22836*	Widen Quito Road between Saratoga Avenue and Bucknall Road for channelization and pedestrian and bicycle lane improvements	\$1.9	\$1.9		
22838 <sup>†</sup>	Study of Lawrence Expressway/Calvert/I-280 interchange improvements (Caltrans Project Study Report)	\$0.5	\$0.5		
22843	Widen Lawrence Expressway from 6 lanes to 8 lanes between Moorpark/Bollinger and south of Calvert	\$4.0	\$4.0		
22857	Widen U.S. 101 for a southbound auxiliary lane from I-880 to McKee Road/Julian Street	\$8.0	\$8.0		
22858*	Widen Union Avenue from 2 lanes to 4 lanes from Los Gatos-Almaden Road to Ross Creek	\$1.7	\$1.7		
22871 <sup>†</sup>	Extend 2-lane Uvas Park Drive from Laurel Drive to Wren Avenue	\$2.2	\$2.2		
22874 <sup>†</sup>	Route 85/Fremont Avenue ramp improvements	\$2.0	\$2.0		
22888*	Widen King Road to 4 lanes from Aborn Road and Barberry Lane	\$1.0	\$1.0		
22894	U.S. 101 Mabury Road/Taylor Street new interchange (environmental and preliminary engineering)	\$2.0	\$2.0		
22897 <sup>†</sup>	Widen I-680 northbound for an HOV lane from Route 84 to Calavaras Boulevard	\$25.0	\$25.0		
22902	Future rail corridors to be determined by Major Investment Studies (MIS)	\$188.0	\$188.0		
22979	U.S. 101/Zanker Road/Skyport Drive/Fourth Street interchange improvements (environmental and preliminary engineering)	\$7.0	\$7.0		
21702	U.S. 101/Buena Vista Avenue interchange construction	\$20.0		\$20.0	

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

<sup>2</sup> Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

\* Project will be completed and operational by 2006 for federal air quality conformity purposes.

<sup>†</sup> Project will be completed and operational by 2015 for federal air quality conformity purposes.

<sup>‡</sup> Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes.

## Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b>					
21770	Extend Caltrain from Gilroy to Salinas	\$71.0	\$23.5	\$47.5	2000 Traffic Congestion Relief Program (TCRP) project
22017	Construct Route 237 eastbound to Mathilda Avenue flyover offramp	\$17.0		\$17.0	
22014 <sup>†</sup>	Downtown/East Valley: Santa Clara/Alum Rock corridor and Capitol Expressway light-rail extension to Nieman Boulevard (environmental, preliminary engineering and right-of-way acquisition)	\$97.0	\$97.0		2000 Measure A sales tax project; Resolution 3434 Regional Transit Expansion Program
22019 <sup>†</sup>	Downtown/East Valley: Santa Clara/Alum Rock corridor and Capitol Expressway light-rail extension to Nieman Boulevard (construction reserve only; full project not included in Financially Constrained Element)	\$453.0	\$453.0		2000 Measure A Sales Tax Project; Resolution 3434 Regional Transit Expansion Program; see Santa Clara project #22909 below
22091	Upgrade Route 152 to a limited access 4-lane freeway	\$432.0		\$432.0	
21921 <sup>†</sup>	BART extension into Santa Clara County (environmental, preliminary engineering and right-of-way acquisition)	\$848.0	\$848.0		2000 Measure A sales tax project; Resolution 3434 Regional Transit Expansion Program
22800	BART extension into Santa Clara County (construction reserve only; full project not included in Financially Constrained Element)	\$3,301.0	\$3,301.0		Resolution 3434 Regional Transit Expansion Program: operating funds not identified; see Santa Clara project #22909 below
22909	Operating costs for transit services including BART and Downtown/East Valley light-rail transit	\$2,700.0		\$2,700.0	
22997	U.S. 101 North freeway corridor improvements (north of I-680/I-280 interchange)	\$231.0		\$231.0	

# projects by county

## Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					

### Adequate Maintenance

94681	Local streets and roads pavement and non-pavement maintenance	\$367.8	\$367.8		
94138	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$43.6	\$43.6		
94139	Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement maintenance shortfall	\$551.2	\$41.0	\$510.2	
94683	Vallejo Transit — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$572.9	\$562.5	\$10.4	
21869	Local bridge maintenance	\$29.3	\$29.3		
22711 <sup>‡</sup>	Senior/disabled transit capital and operating funds	\$105.0		\$105.0	

### System Efficiency

94153 <sup>‡</sup>	Non-capacity-increasing safety projects to improve congested intersections, local arterials and highways	\$28.0	\$3.0	\$25.0	
98212	Local bicycle and pedestrian projects	\$21.8	\$21.8		
21823 <sup>†</sup>	Route 12 from Sacramento River to I-80 operational and safety improvements as identified in Route 12 Major Investment Study (MIS)	\$42.7	\$42.7		
22623*	Widen Nut Tree overcrossing from 2 lanes to 4 lanes (includes left-turn lane and ramp improvements)	\$10.0	\$10.0		
22625 <sup>†</sup>	I-80/North Texas Street interchange improvements (includes relocation of North Texas Street, new connection between Manuel Campos Parkway and existing bridge, new eastbound on- and off-ramps and new bridge)	\$14.0	\$14.0		100% locally funded
22630 <sup>†</sup>	Parkway Boulevard overcrossing of Union Pacific Railroad grade separation	\$9.5	\$9.5		100% locally funded
22631 <sup>†</sup>	Route 12 westbound (Red Top Road) truck lane	\$10.2	\$10.2		State Highway Operation and Protection Program (SHOPP) project
22899 <sup>†</sup>	Widen Route 12 between Suisun City and Rio Vista from 2 lanes to 4 lanes (includes study of new Rio Vista Bridge)	\$36.0	\$36.0		State Highway Operation and Protection Program (SHOPP) project

### Strategic Expansion

94148 <sup>†</sup>	Construct rail stations and track improvements for Amtrak Capitol Corridor service from Sacramento to Oakland	\$40.0	\$40.0		
94150*	I-80/I-680/Route 12 interchange improvements; includes connectors and auxiliary lanes between Green Valley Road and Cordelia truck weigh station (Phase 1)	\$18.6	\$18.6		

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

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\* Project will be completed and operational by 2006 for federal air quality conformity purposes.

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## Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b>					
22701	I-80/I-680/Route 12 interchange improvements, including relocation/reconstruction of Cordelia truck weigh station, ramp improvements and auxiliary lanes (as identified in I-80/I-680/I-780 Corridor Study)	\$350.0	\$100.0	\$250.0	
94151 <sup>†</sup>	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	\$141.0	\$95.5	\$45.5	
94152	Widen Route 12 (Jamieson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project)	\$52.0	\$52.0		See companion Napa County project #94074 on page 97
94675*	Widen Route 37 from Napa River Bridge to Route 29 from 2-lane expressway to 4-lane freeway (not including Routes 29/37 interchange), planting and environmental mitigation	\$58.0	\$58.0		
98168	Intercity bus service and transit hubs in Solano County (capital costs)	\$25.0	\$25.0		
21341 <sup>†</sup>	Project development for new Fairfield/Vacaville multi-modal rail station for Capitol Corridor intercity rail service in Solano County (Phase 1)	\$13.0	\$13.0		See Solano County project #94148 on page 116 for the Capitol Corridor portion (\$17 million in Regional Measure 2 Toll Bridge Program funds)
21348	Install a second span along existing Green Valley Bridge to facilitate 4 lanes of travel each way and an acceleration/deceleration lane in each direction	\$16.8	\$16.8		100% locally funded
21807 <sup>†</sup>	Widen I-80 from I-680 to Air Base Parkway from 8 lanes to 10 lanes for HOV lanes (includes a braided ramp from I-680 to Suisun Valley Road and improvements to Red Top Road)	\$123.5	\$123.5		Regional Measure 2 Toll Bridge Program
21809	Match for improvements to local interchanges and arterials	\$2.0	\$2.0		
22626 <sup>†</sup>	Route 29/Route 37 interchange improvements (includes new 4-lane freeway on new alignment between Enterprise Street and Diablo Street)	\$62.0	\$62.0		100% locally funded
22628*	Realign Wilson Avenue from Florida Street to Route 37 to accommodate pedestrians and bicyclists (Phase 2)	\$16.5	\$16.5		100% locally funded
22629 <sup>†</sup>	New Vallejo Ferry Terminal intermodal facility	\$52.0	\$52.0		Regional Measure 2 Toll Bridge Program
22632 <sup>†</sup>	American Canyon Road overpass at I-80	\$8.2	\$8.2		100% locally funded
22633	Widen Azuar Drive/Cedar Avenue from 2 lanes to 4 lanes from P Street to Residential Parkway	\$9.0	\$9.0		
22634 <sup>†</sup>	Vacaville intermodal station (400-space parking garage and 200-space surface parking lot)	\$9.0	\$9.0		Regional Measure 2 Toll Bridge Program
22700 <sup>†</sup>	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road (the western section extends from the railroad crossing on Red Top Road to Business Center Drive)	\$68.0	\$68.0		Regional Measure 2 Toll Bridge Program and 2000 Traffic Congestion Relief Program (TCRP) project
22703 <sup>‡</sup>	I-80/I-680/I-780 corridor mid-term capacity and operation improvements except transit hubs and park-and-ride lots (as identified in I-80/I-680/I-780 Corridor Study)	\$444.4	\$94.4	\$350.0	

(Continues on next page)

# projects by county

## Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b> (continued from previous page)					
22794 <sup>†</sup>	Curtola Transit Center improvements (construct parking structure, improve off-street bus transfer facilities and improve bus ingress and egress)	\$12.0	\$12.0		Regional Measure 2 Toll Bridge Program
22795 <sup>†</sup>	Fairfield Transportation Center improvements (add 600 parking spaces)	\$26.5	\$26.5		Regional Measure 2 Toll Bridge Program
22898 <sup>†</sup>	Widen I-80 from 6 lanes to 8 lanes from west of Meridian Road to west of Kidwell Road	\$60.0	\$60.0		
22985 <sup>†</sup>	Benicia Intermodal Transportation Station	\$16.4	\$16.4		Regional Measure 2 Toll Bridge Program
22986*	Widen and improve Broadway from 2 lanes to 4 lanes between Route 37 and Mini Drive	\$4.9	\$4.9		100% locally funded
22708	Route 12 from I-80 to Sacramento Bridge long-term capacity and operational improvements (Phase 1) as identified in Route 12 Major Investment Study (MIS)	\$3.3	\$3.3		
21824 <sup>‡</sup>	Route 12 from I-80 to Sacramento Bridge long-term capacity and operational improvements (Phase 2) as identified in Route 12 Major Investment Study (MIS)	\$75.0		\$75.0	
22712 <sup>‡</sup>	Express bus capital and operating funds	\$98.0		\$98.0	
22716 <sup>‡</sup>	Vallejo Baylink ferry service capital and operating funds	\$95.1	\$45.1	\$50.0	
22988 <sup>‡</sup>	Commuter Rail Service — Sacramento to Oakland (capital and operating funds)	\$113.0		\$113.0	

<sup>1</sup> Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

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\* Project will be completed and operational by 2006 for federal air quality conformity purposes.

<sup>†</sup> Project will be completed and operational by 2015 for federal air quality conformity purposes.

<sup>‡</sup> Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes.

## Sonoma County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					

### Adequate Maintenance

94694	Local streets and roads pavement and non-pavement maintenance	\$592.2	\$592.2		
94155	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$223.5	\$223.5		
22411	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	\$949.6		\$949.6	
98572	Golden Gate Transit (Sonoma County share) — Transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	\$401.3	\$371.8	\$29.5	
21870	Local bridge maintenance	\$83.0	\$83.0		
22652 <sup>†</sup>	Rehabilitate pavement on U.S. 101 from Steele Lane to Grant overhead in Healdsburg	\$14.5	\$14.5		State Highway Operation and Protection Program (SHOPP) project; Caltrans has submitted an amendment to extend limits to Route 12
22440 <sup>‡</sup>	Local streets and roads: pothole repair and congestion relief	\$94.0		\$94.0	

### System Efficiency

94691	Route 121 traffic signal system and channelization at 8th Street	\$0.4	\$0.4		
98213 <sup>‡</sup>	Bicycle and pedestrian routes	\$34.7	\$15.7	\$19.0	
21070 <sup>†</sup>	Realign Route 116 (Stage Gulch Road) along Champlin Creek and widen remaining segments to accommodate pedestrians and bicyclists	\$38.0	\$38.0		
21346*	Widen Route 116 onramp to southbound U.S. 101	\$9.7	\$9.7		2000 State Highway Operation and Protection Program (SHOPP) project
21998	Rehabilitate and widen Route 116 from Elphick Road to Redwood Drive (involves realignment, new shoulders and channelization improvements)	\$34.5	\$34.5		State Highway Operation and Protection Program (SHOPP) project
22190 <sup>‡</sup>	Hwy 116/Hwy 121 intersection improvements and Arnold Drive improvements	\$14.0		\$14.0	
22194 <sup>‡</sup>	Mark West Springs Road/Porter Creek Road safety improvements	\$4.8		\$4.8	
22199	U.S. 101 Traffic Operations System (TOS)	\$17.3		\$17.3	
22200	U.S. 101 ramp metering and fiber optic cable in Sonoma County	\$27.7		\$27.7	
22203 <sup>‡</sup>	River Road channelization and signals from Fulton Road to the town of Guerneville	\$10.0		\$10.0	
22441 <sup>‡</sup>	Local bus service (includes express bus, evening service and transit for seniors and disabled)	\$47.0		\$47.0	
22646	U.S. 101/River Road interchange	\$18.0		\$18.0	

# projects by county

## Sonoma County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b>					
94165*	Widen U.S. 101 for HOV lanes (one in each direction) from Route 12 to Steele Lane in Santa Rosa	\$77.5	\$77.5		
94689†	U.S. 101/Arata Lane interchange improvements in Windsor (Phase 2)	\$3.3	\$3.3		TEA-21 federal earmark project; includes developer fees
98147†‡	Widen U.S. 101 for HOV lanes (one in each direction) from Route 116 east to the Marin/Sonoma County line, upgrade Petaluma Bridge and convert some highway sections to freeway standards	\$200.0	\$200.0		See Marin County project #98154 on page 96. Improvements to the Petaluma River Bridge in this project are distinct from Sonoma County project #21346 (on page 119).
98183†‡	Widen U.S. 101 for HOV lanes (one in each direction) between Steele Lane and Windsor River Road	\$100.0	\$100.0		
21902†‡	Widen U.S. 101 for HOV lanes (one in each direction) from Old Redwood Highway to Rohnert Park Expressway	\$99.0	\$99.0		
22490	Convert bridges of Sonoma County from one-lane to two-lane bridges	\$16.9	\$16.9		Funded through Local Highway Bridge Replacement and Rehabilitation Program (HBRRP)
22655†‡	Widen U.S. 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp metering)	\$40.0	\$40.0		
22656†	U.S. 101/East Washington Street interchange improvements	\$11.0	\$11.0		Project separated from larger Marin-Sonoma Narrows project in order to advance construction
21884	Petaluma crosstown connector/interchange	\$33.0		\$33.0	
22191‡	U.S. 101/Airport Boulevard interchange improvements	\$20.0		\$20.0	
22192‡	Widen Airport Boulevard from 2 lanes to 4 lanes (also includes a center turn lane)	\$10.8		\$10.8	
22193‡	Construct Forestville bypass on Route 116	\$3.6		\$3.6	
22195‡	Old Redwood Highway/U.S. 101 interchange improvements	\$20.0		\$20.0	
22197‡	Penngrove local road improvements including Railroad Avenue interchange	\$38.0		\$38.0	
22204‡	Widen Fulton Road from 2 lanes to 4 lanes from Guerneville Road to U.S. 101	\$18.0		\$18.0	
22205‡	U.S. 101/Hearn Avenue interchange improvements, including widening overcrossing and ramps	\$18.0		\$18.0	
22206‡	Construct Route 12/Fulton Road interchange	\$15.0		\$15.0	
22207‡	Extend Farmers Lane as a 3-lane or 4-lane arterial from Bellevue Avenue to Route 12	\$20.0		\$20.0	

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## Sonoma County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element <sup>1</sup>	Vision Element <sup>2</sup>	Notes
In millions of 2004 dollars					
<b>Strategic Expansion</b>					
22438 <sup>‡</sup>	Bodega Highway improvements west of Sebastopol	\$2.0		\$2.0	
22443 <sup>‡</sup>	Design, project development and financing costs for widening U.S. 101	\$25.0		\$25.0	
22639	U.S. 101/Mill Street interchange in Healdsburg	\$1.4		\$1.4	
22640	U.S. 101/Shiloh Road interchange in Windsor	\$9.4		\$9.4	
22641	U.S. 101/Baker interchange in Santa Rosa	TBD		TBD	
22642	U.S. 101/Dry Creek interchange in Healdsburg	\$15.0		\$15.0	
22643	U.S. 101/Mendocino Avenue/Hopper Avenue interchange	\$5.3		\$5.3	
22644	U.S. 101/Bellevue interchange	\$15.0		\$15.0	

# transportation/land-use platform

In the next two decades, the Bay Area is expected to add another one million people and one million new jobs to the nine-county region. Where these people live and where the jobs are located are essential in determining what the region's future will look like, including how effectively the transportation system can handle this new growth. For example, future traffic impacts on regional and interregional roadways could be lessened if new development is focused in areas already well served by public transit. People who live and work within walking distance of the region's public transit network are more apt to take advantage of this option for getting from point A to point B, and more transit riders means fewer vehicles competing for valuable road space. If schools and shops are located closer to homes and to one another, walking and bicycling also could become convenient options. Ultimately, a regional shift toward more compact growth patterns could increase livability, preserve air quality, protect the environment and open space, dampen the growth in vehicle miles traveled, and make our investments in transportation more cost-effective.



VALLEY TRANSPORTATION AUTHORITY

Difficult challenges must be acknowledged and addressed in order to achieve this vision of more compact growth and livable communities. Developing new residences and jobs near mass transit may reduce the amount of driving on regional roadways but could increase local traffic near transit stations. Loss of too many industrial spaces to new housing and commercial development in the inner Bay Area could drive goods-movement-oriented uses further out to the perimeter of the region, driving up the cost of goods and reducing job diversity options. New investments in “transit villages” could benefit local businesses but could accelerate gentrification pressures if not planned properly. And new higher-density development projects will generate opposition if projects aren't well designed and if neighborhood groups aren't involved from the early planning stages.

Added to these challenges is the fact that while MTC and its transportation partners plan and finance transportation infrastructure, and agencies such as the Association of Bay Area Governments (ABAG) help coordinate other regional planning activities, land-use decisions are ultimately the province of 101 cities and

nine counties spread throughout the region.<sup>1</sup> The regional interest in more efficient land-use patterns must be achieved through a system of continued local control over land-use decisions. The bottom line is that we must better define the roles and responsibilities of all those with a stake in transportation and land-use decisions, agree on a shared vision for regional growth patterns, and pursue mutually supporting implementation strategies.

**“ THE BAY AREA MUST GROW SMARTER AND ACCOMMODATE MORE OF ITS FUTURE JOB AND POPULATION GROWTH IN EXISTING URBAN AND SUBURBAN AREAS. ”**

With the development of this Transportation/Land-Use Platform, MTC is building on its 1996 Transportation/Land-Use Policy Statement, which paved the way for the agency's groundbreaking Transportation for Livable Communities (TLC) program. First developed in 1998, the TLC program has funded over 130 community-led transportation projects that

have strengthened neighborhoods, promoted more transportation choices, and contributed to urban and suburban revitalization throughout the region. MTC's Housing Incentive Program (HIP) also has provided transportation funds to local governments as incentives for building new housing adjacent to public transit hubs. In 2002, the Bay Area's five regional agencies, including MTC and ABAG, released a new Smart Growth Vision for the region resulting from dozens of public workshops and town hall meetings in all nine counties. The conclusion: the Bay Area must grow smarter and accommodate more of its future job and population growth in existing urban and suburban areas.

In preparing for the Transportation 2030 Plan, through dozens of focus groups, public workshops and a public opinion survey, MTC found strong public support for better integration of transportation and land-use planning, the development of more convenient transportation options, and a greater level of regional cooperation on issues surrounding transportation and land-use. With this institutional history, policy experience and strong public support for addressing the issue, the Commission has developed the following principles, policies, and implementation strategies to further strengthen MTC's efforts to better connect transportation and land-use decisions. This Transportation/Land-Use Platform will guide the Commission's strategic investments to achieve greater transportation efficiency for people and goods, while promoting more livable communities and a better quality of life for all Bay Area residents.

## Guiding Principles

The Commission believes the following principles should guide the region's efforts to strike a better balance between transportation and land-use decisions.

### Focus Growth Around Transit

In the Draft Transportation 2030 Plan, MTC is proposing to invest two-thirds of the region's transportation dollars in public transportation. The more people who live, work, and study in close proximity to public transit stations and corridors, the more the region can reap the rewards of these critical investments. The areas immediately surrounding major bus, train and ferry terminals represent regionally significant opportunities to develop new housing, jobs, schools, government offices and social services. In many cases, market forces could spur this type of "transit-oriented development" if it weren't for the multitude of zoning and regulatory barriers that stand in the way. Removing these barriers and providing new incentives for transit-focused growth should be a top priority for all levels of government.

### Provide Community Benefits

If new higher-density housing, jobs and retail are built near public transit stations, there will be significant benefits for the entire Bay Area. Yet there also should be benefits to the local community beyond the transit investment itself in order to maintain livability, increase accessibility to the transit stations and reduce gentrification pressures on existing residents. These improvements have traditionally been proposed in the form of new infrastructure, but also could come in the form of parks, pedestrian safety measures, public services, streetscape projects or additional transit services. Financial measures designed to

## Platform Principles

- Focus Growth Around Transit
- Provide Community Benefits
- Reinvest in Existing Infrastructure
- Create Smarter Suburbs
- Build More Affordable Housing in the Right Places
- Avoid Displacement of Goods-Related Businesses and Facilities
- Develop Stronger Partnerships

“THE BAY AREA SUFFERS FROM A SEVERE HOUSING CRUNCH, AND THE TRANSPORTATION SYSTEM IS BEARING THE BRUNT OF IT.”

capture the increased land values around transit stations also should be developed in order to generate funds to stabilize neighborhoods and benefit existing residents and businesses.

### Reinvest in Existing Infrastructure

The current transportation system in the Bay Area — 1,400 miles of highways, 19,600 miles of local streets and roads, and 9,860 miles of transit routes including 400 miles of rail transit — represents a significant public investment that needs continued funding for maintenance and operations. Closer coordination of transportation and land-use will mean more efficient use of existing infrastructure but also increased usage and wear. Reinvestment in existing roads, rails, sewers, utilities, parks and other infrastructure is critical in order to support more compact



growth throughout the region, especially to support infill strategies in our more urbanized areas. Major intra-regional travel corridors also will require coordinated investment strategies to improve operational efficiency and reduce design deficiencies for facilities that carry a wide range of automobile and truck traffic.

### Create Smarter Suburbs

While the Regional Agencies' Smart Growth Vision focuses growth around transit stations and corridors and within existing urban centers, it recognizes that some new growth will occur at the edge of existing cities and suburbs. Whether this growth occurs as new suburbs or infill development in existing suburbs, it should incorporate a mix of uses and housing types that can make walking, bicycling and local public transit services a more convenient option for local residents. This can be accomplished through new approaches to neighborhood design, trail development and bicycle- and pedestrian-friendly streets, as well as by encouraging the placement of schools, community centers, churches, shops and services at the centers of larger suburban developments within an easy walk of surrounding homes and neighborhoods.

**“ TRANSPORTATION AGENCIES  
MUST DEVELOP CLOSER PARTNERSHIPS  
WITH CITIES, COUNTIES AND OTHERS  
WITH LAND-USE AUTHORITY. ”**



PETER BEELER

### Build More Affordable Housing in the Right Places

The Bay Area suffers from a severe housing crunch, and the transportation system is bearing the brunt of it. Most severely affected are the routes serving the Central Valley and Sacramento regions, where many Bay Area workers now live due to a lack of housing choices in the core nine-county region. The lack of an adequate supply of housing within the region, enough to match existing and future job growth, means that the number of in-commuters to the region will nearly double by 2030 if we don't provide more housing. All levels of government must commit to increasing housing supply and affordability, in addition to ensuring that the housing is built in locations that provide a wide variety of transportation options.

### Avoid Displacement of Goods-Related Businesses and Facilities

While many new housing opportunities exist in the transformation of the region's older industrial and commercial areas, it is also important that key locations for goods-movement purposes be preserved. This is a critical land-use strategy for the

inner Bay Area that can help maintain economic vitality while reducing the growth in truck traffic. Distribution and warehousing facilities that are the most important for our regional economy must remain functional and economically viable. Regional strategies and incentive programs need to be developed that acknowledge the special needs of both urban and suburban communities that house these facilities, so that jurisdictions will be encouraged to preserve these critical supporting land uses.

### Develop Stronger Partnerships With Public Agencies, Neighboring Regions and the Private Sector

MTC cannot and should not take on the smart growth challenge alone. This Transportation/Land-Use Platform is designed to further define MTC's roles and responsibilities in order to assist in the implementation of the Regional Agencies' Smart Growth Vision. The list of partners who will be essential in implementing this platform as well as the Smart Growth Vision include ABAG, the Bay Area Air Quality Management District (Air District), the



Bay Conservation and Development Commission, other regional planning agencies, our regional neighbors to the north, east and south, county congestion management agencies (CMAs) and public transit providers. Working more closely with the private sector, community-based organizations and members of the public who haven't traditionally been engaged in the transportation/land-use discussion is absolutely critical to the success of this effort. In the end, however, it is local governments who will ultimately make the land-use decisions, and the successful implementation of this platform requires that all transportation agencies develop even closer partnerships with cities, counties and others with land-use authority.

## Statement of Policy

The Commission believes that in order to meet the goals of the Transportation 2030 Plan and improve the quality of life for all Bay Area residents, transportation and land-use decisions must be more closely coordinated. It will thus be the policy of the Metropolitan Transportation Commission to encourage, recognize and reward land-use practices and policies that maximize walking, bicycling, transit ridership and other forms of high occupancy vehicle (HOV) travel, while diminishing the need to travel long distances and reducing vehicle-related air pollution. MTC will provide incentives and assistance to local governments to plan for and develop new jobs, housing, neighborhood-serving retail, schools and other services in well-designed urban and suburban centers, in close proximity to the region's transit stations, and along present and future transit and HOV corridors.

## Implementation

In December 2003, the Commission adopted an initial five-point Transportation/Land-Use Policy Platform that laid out the agency's commitment to pursue new plans and programs to encourage the types of local land-use decisions that would result in more cost-effective regional transportation investments. As a result of continued stakeholder input in 2004, and under the guidance of a 25-member Transportation/Land-Use Task Force that has been overseeing the development of this document, the initial five-point platform has evolved into the Statement of Policy above and the following implementation strategies.<sup>2</sup>

### 1. Prioritize transportation investments that maintain the existing core transportation network

If the region's smart growth vision is to become a reality, more compact growth patterns must be supported by a complementary investment in the rehabilitation and maintenance of existing infrastructure. MTC will reaffirm its commitment to maintaining the region's transportation network by ensuring investments in both transit and road rehabilitation projects that serve the customer directly: replacing transit vehicles, rehabilitating track and pavement, and meeting key safety and accessibility requirements for all modes of travel.

### 2. Reserve an appropriate percentage of funding from the TLC/HIP program for land-use planning efforts around existing or future transit stations and corridors

MTC will create a new land-use planning grant program to assist local governments in the development of local land-use plans

## Platform Implementation

- 1 Prioritize transportation investments that maintain the existing core transportation network
- 2 Reserve an appropriate percentage of funding from the TLC/HIP program for land-use planning efforts around existing or future transit stations and corridors
- 3 Encourage cities and counties to incorporate general plan policies that support transit-oriented development around Resolution 3434 stations
- 4 Support transportation/land-use coordination beyond major transit corridors
- 5 Coordinate transportation/land-use issues with regional neighbors
- 6 Develop joint planning projects with partner agencies to implement this platform and the Smart Growth Vision

and policies — e.g., specific plans, precise plans, model zoning ordinances, zoning overlays, form-based codes, etc. — for areas immediately surrounding bus, ferry and train stations. The land-use plans funded under this program should help increase transit ridership, prioritize station access for bicyclists and pedestrians, and involve a diversity of community stakeholders. MTC also will prioritize TLC and HIP funds for communities that plan for and build new housing, neighborhood-serving retail, employment, schools, day care centers and other services near transit stations and in town centers and downtown cores.

### 3. Encourage cities and counties to incorporate general plan policies that support transit-oriented development around Resolution 3434 stations

Any major transit investment must consider its ridership markets if it is to be economically feasible, and adjacent land-uses to the transit infrastructure play an important role in determining that viability. The Commission will develop new criteria that will define supportive land-use for the region's major new public transit investments outlined in MTC Resolution 3434. The goal of this policy will be to ensure that the investment of regional discretionary dollars will be matched by a local demonstration that plans are in place and will be implemented to support adequate housing and employment densities around public transit stations and corridors. The criteria will be scaled to match the type of transit investment to local land-use patterns.

### 4. Support transportation/land-use coordination beyond major transit corridors

MTC commits to working with ABAG and other regional and local government partners to help coordinate transportation and land-use beyond the region's major public transportation corridors. In addition to continuing to pursue neighborhood-scale access improvements highlighted through the TLC program, the agencies will work with local governments interested in developing new approaches to suburban design that can offer a wider variety of travel options for shorter distance trips, particularly walking, bicycling, and smaller shuttle, bus and jitney services.



### 5. Coordinate transportation/land-use issues with regional neighbors

In-commuting pressures are directly tied to jobs/housing imbalances spilling over our borders. Bringing more housing into the Bay Area instead of anticipating future development in neighboring regions is a major underlying objective of the Smart Growth Vision recommendations. Building on ABAG's work with the Interregional Partnerships, MTC will seek the assistance of ABAG and the Air District in developing new partnerships with our regional neighbors to advance joint planning projects that focus on transportation/land-use issues of mutual concern.

### 6. Develop joint planning projects with partner agencies to implement this platform and the Smart Growth Vision

MTC, ABAG, the Air District and other partners will work to further the implementation of the Smart Growth Vision as well as investigate the feasibility of new joint planning efforts such as a housing and jobs location strategy and a regional open space plan that would reinforce infill development as a priority for growth in cities and established suburbs. MTC also will continue to provide financial assistance

to the county congestion management agencies (CMAs) through its Transportation Planning and Land-Use Solutions (T-PLUS) program to implement this platform, develop county-level funding for the Transportation for Livable Communities (TLC) program, coordinate with public transit agencies, and pursue tailored efforts at the county level to promote more livable communities.

## Education, Legislation and Outreach

In support of its commitment to implement the Transportation/Land-Use Platform, MTC, in partnership with ABAG, the Air District and other regional and local agencies, will develop an education and outreach strategy that will focus on providing needed tools, assistance, materials and workshops for local elected officials, city staff and members of the public. MTC and ABAG also will develop a joint legislative platform in partnership with other agencies that will focus on removing barriers to smart growth, including:

# transportation/land-use platform

- Legislation to protect the builders of attached housing, like apartments and condominiums, from unfair litigation
- Fiscal measures to allow local governments to capture new revenues from development around transit stations and corridors
- Reform of the California Environmental Quality Act (CEQA) to reduce the barriers for transit-oriented development proposals that demonstrate community support, are consistent with local plans and do not result in significant environmental impacts
- New financial incentives from the state and federal governments to promote more housing and jobs near transit stations and corridors

## Evaluation

In order to gauge progress towards achieving closer coordination of transportation and land-use planning in the region, MTC recognizes that success must be quantified through specific performance measures. The following are examples of measures that the regional agencies will develop and report to the public:

- Number of distinct planning efforts around key transit stations and corridors
- Travel patterns of people living and working near public transit (including mode of transportation, vehicle miles traveled and air quality impacts)



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- Total number of housing units produced in the region
- Total number of housing units produced around key transit stations and corridors
- Percent of new housing and job development near transit stations and corridors
- Type of households near transit stations and corridors, including income levels, age and homeownership data
- Square footage of warehouse and industrial space in designated goods-movement districts

## Conclusion

Our region — projected to grow by at least another one million jobs and one million residents over the next two decades — will face serious consequences if we fail to alter the way we grow. Mounting traffic congestion, air quality problems and a continuing housing crisis all point to the need to craft a new regional approach to coordinating transportation and land-use decisions. This Transportation/Land-Use Platform is MTC's commitment to help address these problems, assist in the implementation of the region's Smart Growth Vision, and promote more livable communities and transportation options for all Bay Area residents.

1 In addition to land-use authority at the local government level, the Bay Conservation and Development Commission (BCDC) has unique land-use powers in order to protect the San Francisco Bay shoreline.

2 Implementation strategies 2 through 5 are taken directly from the Commission's five-point Transportation/ Land-Use Policy Platform adopted in December 2003.

# transportation control measures

Transportation Control Measures (TCMs) are strategies to reduce vehicle emissions. The federal TCMs shown below were added over successive revisions to the State Implementation Plan (SIP). With the exception of the five new TCMs (A-E), the original set of 28 TCMs has been completed.

## Federal TCMs in the State Implementation Plan

TCM Number      Federal Transportation Control Measure

### Original TCMs from 1982 Bay Area Air Quality Plan

TCM 1	Reaffirm commitment to 28 percent transit ridership increase between 1978 and 1983
TCM 2	Support post-1983 improvements in the operators' five-year plans and, after consultation with the operators, adopt ridership increase target for the period 1983 through 1987
TCM 3	Seek to expand and improve public transit beyond committed levels
TCM 4	High-occupancy-vehicle (HOV) lanes and ramp metering
TCM 5	Support RIDES efforts
TCM 6*	Continue efforts to obtain funding to support long-range transit improvements
TCM 7	Preferential parking
TCM 8	Shared-use park-and-ride lots
TCM 9	Expand commute alternatives program
TCM 10	Information program for local governments
TCM 11**	Gasoline Conservation Awareness Program (GasCAP)
TCM 12**	Santa Clara County commuter transportation program

### Contingency Plan TCMs Adopted by MTC in February 1990 (MTC Resolution 2131)

TCM 13	Increase bridge tolls to \$1.00 on all bridges
TCM 14	Bay Bridge surcharge of \$1.00
TCM 15	Increase state gas tax by 9 cents
TCM 16*	Implement MTC Resolution 1876, Revised — New Rail Starts
TCM 17	Continue post-earthquake transit services
TCM 18	Sacramento-Bay Area Amtrak service
TCM 19	Upgrade Caltrain service
TCM 20	Regional HOV System Plan
TCM 21	Regional transit coordination

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\* Deleted by EPA action from 1999 Ozone Attainment Plan

\*\* Deleted by EPA action from 1999 Ozone Attainment Plan, but retained in Carbon Monoxide Maintenance Plan

# transportation control measures

TCM Number	Federal Transportation Control Measure
TCM 22	Expand Regional Transit Connection ticket distribution
TCM 23	Employer audits
TCM 24	Expand signal timing program to new cities
TCM 25	Maintain existing signal timing programs
TCM 26	Incident management on Bay Area freeways
TCM 27	Update MTC guidance on development of local Transportation Systems Management (TSM) programs
TCM 28	Local TSM Initiatives

## New TCMs in 2001 Ozone Attainment Plan (Being Implemented)

TCM A	Regional Express Bus Program
TCM B	Bicycle/Pedestrian Program
TCM C	Transportation for Livable Communities
TCM D	Expansion of Freeway Service Patrol
TCM E	Transit access to airports



The 19 proposed state Transportation Control Measures (TCMs) in the Draft 2004 Bay Area Ozone Strategy have been updated pursuant to the requirements of the California Clean Air Act (CCAA). The proposed TCMs include transit service improvements, rideshare programs, bicycle and pedestrian enhancements, and land-use, pricing, and traffic management strategies. The implementation steps outlined for each TCM include both near-term and long-term implementation. A full description of these state TCMs will be included in the *Draft 2004 Bay Area Ozone Strategy* publication, available in December 2004.

## State TCMs Proposed in the Draft 2004 Bay Area Ozone Strategy

TCM Number	State Transportation Control Measure	Implementation Steps
TCM 1	Support voluntary employer-based trip reduction programs	<ul style="list-style-type: none"> <li>• Provide core support for employer programs, based on an assessment of employer needs and the level of employer interest. Potential support includes assistance in developing or enhancing employer programs, information and referrals, employer networks, and programs to recognize outstanding employer programs.</li> <li>• Support legislation to maintain and expand incentives for employer programs, such as tax deductions and/or tax credits for employer efforts to promote ridesharing, transit, and other commute alternatives</li> <li>• Seek legislation to create stronger voluntary programs for all employers or to require certain minimum elements for public employers</li> </ul>
TCM 2	Adopt employer-based trip reduction rule	<i>TCM deleted</i> — Health and Safety Code Section 40929 does not permit air districts to require mandatory employer-based trip reduction programs.
TCM 3	Improve local and areawide bus service	<ul style="list-style-type: none"> <li>• Replace worn-out transit buses with clean-fuel buses and retrofit existing diesel buses with diesel emission control technology</li> <li>• Sustain the existing Regional Express Bus Program</li> <li>• Assist further planning work on enhanced bus and Bus Rapid Transit concepts</li> <li>• Sustain transit service to airports</li> <li>• Restore local bus routes that were eliminated due to economic recession</li> <li>• Implement new Enhanced Bus and Bus Rapid Transit services and additional Lifeline Transit services, and expand of Regional Express Bus Programs as funds become available</li> </ul>
TCM 4	Upgrade and expand local and regional rail service	<ul style="list-style-type: none"> <li>• Upgrade and expand local and regional rail service</li> <li>• Implement MUNI Metro Third Street Light Rail initial operating segment from Downtown SF to Hunter's Point</li> <li>• Implement Caltrain Express/Rapid Rail Phase 1 ("Baby Bullet") to San Francisco</li> <li>• Extend Tasman East and Vasona light-rail transit (LRT) in Santa Clara County</li> <li>• Extend BART to Warm Springs, eBART to Eastern Contra Costa County, tBART to Livermore/Amador Valley and implement Silicon Valley Rapid Transit Corridor and an Oakland International Airport connector</li> <li>• Implement MUNI Metro Central Subway in San Francisco</li> <li>• Implement Caltrain Downtown Extension/rebuild TransBay Terminal</li> <li>• Implement Downtown East Valley LRT in Santa Clara County</li> <li>• Implement new Marin/Sonoma Commuter Rail Service between Cloverdale and a San Francisco-bound ferry service</li> <li>• Implement an additional Capitol Corridor peak-period commuter service between Vacaville and Oakland</li> <li>• Implement Dumbarton Rail Service connecting BART and Caltrain over a rebuilt Dumbarton rail bridge</li> </ul>
TCM 5	Improve access to rail and ferries	<ul style="list-style-type: none"> <li>• Develop demonstration program for station car and bike station concepts at select regional transit centers</li> <li>• Determine long-term funding needs for existing shuttles and examine funding options</li> <li>• Implement Safe Routes to Transit to improve bicycle and pedestrian access</li> <li>• Complete Regional Transit Connectivity Plan</li> <li>• Develop a master plan for innovative secure bicycle storage strategies at key transit hubs</li> </ul>

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# transportation control measures

TCM Number	State Transportation Control Measure	Implementation Steps
TCM 6	Improve interregional rail service	<ul style="list-style-type: none"> <li>• Implement additional interregional rail service in Capitol (Auburn–Sacramento–Oakland–San Jose) Corridor and track enhancements</li> <li>• Implement additional Altamont Corridor Express rail service and track enhancements</li> <li>• Implement high-speed rail service between Los Angeles and the Bay Area</li> </ul>
TCM 7	Improve ferry service	<ul style="list-style-type: none"> <li>• Conduct initial planning for new ferry service</li> <li>• Implement new high-speed low emission ferry to service Vallejo to San Francisco route</li> <li>• Expand existing ferry service between: Oakland/Alameda and San Francisco, and Larkspur and San Francisco</li> <li>• Implement new ferry service between Berkeley/Albany and San Francisco, and South San Francisco and San Francisco</li> <li>• Implement new intermodal transit hub at Vallejo Ferry Terminal</li> <li>• Expand berthing capacity at the San Francisco Ferry Terminal</li> <li>• Implement hydrogen fuel cell ferry demonstration project from Treasure Island to San Francisco</li> <li>• Assist ferry operators in converting vessel engines to lower emission engines</li> <li>• Study and potentially implement new service between Richmond, Hercules/Rodeo, Martinez, Redwood City and San Francisco; Port Sonoma and San Francisco; and Oakland and San Francisco airports</li> </ul>
TCM 8	Construct carpool/express bus lanes on freeways	<ul style="list-style-type: none"> <li>• Expand existing HOV network, based on 2003 Transportation Improvement Program, where beneficial to air quality. Special attention should be paid to express bus operations to maximize benefits for transit. Monitor and adjust occupancy requirements and hours of operation to maximize air quality and mobility benefits.</li> <li>• Implement HOV support facilities such as park &amp; ride lots at various locations</li> <li>• Implement additional HOV lanes and support infrastructure identified in the Regional Transportation Plan, where beneficial to air quality</li> </ul>
TCM 9	Improve bicycle access and facilities	<ul style="list-style-type: none"> <li>• Fund Regional Bicycle Plan and Safe Routes to Transit improvements</li> <li>• Continue Transportation Development Act (TDA) Article 3, Transportation for Livable Communities (TLC) and Transportation Fund for Clean Air (TFCA) funding for bike improvements</li> <li>• Develop on-line bicycle mapping tool as part of the regional 511 traveler information number</li> <li>• Promote Bike to Work Week/Day</li> <li>• Encourage local jurisdictions to develop safe and convenient bicycle lane and route networks, provide secure bike racks and storage, and require bicycle access and amenities as conditions of approval of development projects</li> <li>• Encourage public education about bicycle safety for both bicyclists and motorists</li> </ul>
TCM 10	Youth transportation	<ul style="list-style-type: none"> <li>• Encourage walking and bicycling to school through the Safe Routes to Schools Program</li> <li>• Establish special carpool formation services for parents, students and staff at Bay Area elementary and secondary schools</li> <li>• Replace school buses with clean-fuel vehicles</li> <li>• Offer transit ride discounts to youth and students</li> </ul>
TCM 11	Install freeway traffic management systems	<ul style="list-style-type: none"> <li>• Integrate traffic management features into new freeway construction projects</li> <li>• Maintain current level of Freeway Service Patrol (FSP)</li> <li>• Maintain 511 transit information service and improve and customer convenience</li> <li>• Extend ramp metering in major freeway corridors</li> <li>• Seek funding for full deployment of Caltrans' Traffic Operation System/Traffic Management Center project</li> <li>• Expand FSP to other routes and times of the day</li> </ul>
TCM 12	Arterial management measures	<ul style="list-style-type: none"> <li>• Maintain current technical assistance program for local jurisdictions that seek to retune signals, including the evaluation of bus priority treatments</li> <li>• Continue TFCA program to fund arterial management projects where air quality benefits can be demonstrated</li> <li>• Coordinate the timing of an additional 1,200 signals and continue updating timing plans</li> <li>• Work with bus operators to provide priority treatment along major bus routes</li> </ul>

TCM Number	State Transportation Control Measure	Implementation Steps
TCM 13	Transit use incentives	<ul style="list-style-type: none"> <li>• Implement Translink® (universal fare card) on transit systems throughout the region</li> <li>• Implement improvements to the 511 transit information service</li> <li>• Encourage employers, transit operators, local governments and others to promote and expand employer-based transit subsidy programs like the Commuter Check and EcoPass programs</li> <li>• Improve signage at transit transfer hubs</li> <li>• Deploy real-time transit arrival information</li> <li>• Increase passenger amenities at transit hubs and stops</li> <li>• Complete Alameda and Contra Costa County transit centers identified in AC Transit's Comprehensive Service Plan</li> </ul>
TCM 14	Carpool and vanpool services and incentives	<ul style="list-style-type: none"> <li>• Maintain current programs of the Regional Ridesharing Program and increase efficiency in delivering services</li> <li>• Explore innovative concepts such as real-time ridematching and more formal pick-up/drop-off locations for casual carpoolers</li> <li>• Explore options for expanding medium-distance (15–30 miles) vanpools</li> </ul>
TCM 15	Local land-use planning and development strategies	<p><b>MTC will:</b></p> <ul style="list-style-type: none"> <li>• Implement its 5-point transportation and land-use platform including a new planning grant program to fund station area plans around major transit facilities</li> <li>• Maintain funding for expanded TLC planning and capital grant programs and HIP program</li> <li>• Continue providing Transportation Planning and Land-Use Solutions (T-PLUS) funding to congestion management agencies to promote community revitalization projects</li> <li>• Utilize a Caltrans grant to examine opportunities for transit-oriented development along major transit corridors</li> <li>• Develop incentives and conditions to promote supportive land use policies around major new transit investments</li> </ul> <p><b>BAAQMD will:</b></p> <ul style="list-style-type: none"> <li>• Continue to fund bicycle projects, traffic-calming, shuttles, low emission vehicles, trip reduction programs and other clean air projects through the TFCA program</li> <li>• Continue to provide technical assistance to local jurisdictions on air quality analyses in the environmental review process</li> <li>• Continue to encourage cities and counties to reduce emissions from sources other than motor vehicles including lawn and garden equipment, wood stoves and fireplaces, and residential and commercial uses</li> </ul> <p><b>ABAG will:</b></p> <ul style="list-style-type: none"> <li>• Periodically monitor and update its Smart Growth demographic projections</li> <li>• Promote multi-jurisdiction planning along select transit corridors to encourage transit-oriented development</li> </ul> <p><b>MTC, ABAG and the BAAQMD will:</b></p> <ul style="list-style-type: none"> <li>• Develop financial and other incentives and technical assistance to encourage innovative parking strategies such as reduced parking, parking fees, parking cash-out, shared parking and other parking programs</li> <li>• Pursue legislative changes to remove barriers and provide incentives for smart growth</li> <li>• Promote carsharing as a way to reduce parking requirements</li> <li>• Monitor indirect source mitigation programs in other regions for Bay Area feasibility</li> <li>• Provide technical assistance to local government agencies</li> <li>• Publicize noteworthy examples of local clean air plans, policies and programs, as well as endorse noteworthy development projects</li> <li>• Study opportunities to promote location efficient mortgages (LEMs) to encourage home purchases near transit</li> </ul>

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# transportation control measures

TCM Number	State Transportation Control Measure	Implementation Steps
TCM 16	Public education/ intermittent control measures	<ul style="list-style-type: none"> <li>• Continue Spare the Air (STA) notices to media, employers, public agencies and individuals, with an emphasis on reactive organic gases (ROG) reductions, obeying freeway speed limits in electronic freeway signs and other outreach efforts</li> <li>• Expand STA notices to add emphasis on ROG reductions, obeying freeway speed limits, and discouraging use of pleasure craft</li> <li>• Expand the Clean Air consortium to include cities and counties, as well as other public agencies</li> <li>• Target major commercial airports and their tenants for greater participation in the STA program</li> <li>• Increase coordination between the Bay Area's STA program with the San Joaquin Valley's STA program</li> <li>• Continue public education program on the proper maintenance and operation of motor vehicles to reduce air pollution</li> <li>• Study effectiveness and costs of free transit on Spare the Air days</li> <li>• Explore possible legislative approaches to formalize and strengthen episodic approaches</li> </ul>
TCM 17	Conduct demonstration projects	<ul style="list-style-type: none"> <li>• Promote demonstration projects to develop new strategies to reduce motor vehicle emissions. Potential projects include: <ul style="list-style-type: none"> <li>– Low and zero emission vehicles (LEV) and refueling infrastructure</li> <li>– Parts replacement program for middle-aged cars</li> <li>– Heavy duty diesel vehicle idling</li> <li>– Carsharing</li> </ul> </li> <li>• Monitor Phase 1 projects and expand depending on effectiveness and resources available</li> </ul>
TCM 18	Implement transportation pricing reform	<ul style="list-style-type: none"> <li>• Advocate for legislative authority to develop and promote revenue measures for: <ul style="list-style-type: none"> <li>– Congestion pricing on bridges</li> <li>– High-occupancy/toll lanes</li> <li>– Regional and state gas tax increases of up to \$.50 per gallon</li> <li>– Regional vehicle miles traveled (VMT) fees</li> <li>– Taxes on diesel fuel</li> <li>– Emissions-based vehicle registration fees</li> </ul> </li> </ul>
TCM 19	Improve pedestrian access and facilities	<ul style="list-style-type: none"> <li>• Review and comment on general/specific plan policies to promote development patterns that encourage walking and circulation policies. Emphasize pedestrian travel and encourage amending zoning ordinances to include pedestrian-friendly design standards.</li> <li>• MTC will continue to fund local pedestrian improvement projects through the TLC program, and support the Pedestrian Safety Task Force and associated pedestrian safety programs.</li> <li>• TFCA program will continue to fund pedestrian improvement projects to reduce motor vehicle trips and emissions.</li> <li>• Continue to identify and fund planning projects that enhance pedestrian movement in neighborhoods, downtowns and near transit stops</li> <li>• Continue funding specific improvements through a variety of funding sources</li> <li>• Support Safe Routes to Schools</li> </ul>
TCM 20	Promote traffic-calming measures	<ul style="list-style-type: none"> <li>• Promote traffic-calming measures</li> <li>• Fund traffic-calming projects such as pedestrian-exclusive streets, residential and neighborhood traffic calming measures, and arterial and major route traffic-calming measures</li> <li>• Include traffic-calming strategies in the transportation and land use elements of general and specific plans</li> <li>• Encourage area-wide traffic-calming plans and programs</li> <li>• Include traffic-calming strategies in capital improvements programs</li> </ul>

# supplementary reports

MTC is publishing several supplementary reports in conjunction with the *Draft Transportation 2030 Plan*.

These include a *Draft Environmental Impact Report*, a *Project Notebook*, and other topic-specific reports listed here. When ready, these reports will be available in the MTC-ABAG Library. The reports also can be ordered via e-mail at [library@mtc.ca.gov](mailto:library@mtc.ca.gov), or by contacting the MTC-ABAG Library via fax at (510) 464-7852 or by phone at (510) 464-7836.

## **Draft Environmental Impact Report for the Transportation 2030 Plan** MTC (October 2004)

The Draft Environmental Impact Report (EIR) for the Transportation 2030 Plan has been prepared pursuant to the California Environmental Quality Act (CEQA) statutes. As a program EIR document, this EIR presents a region-wide, corridor-by-corridor assessment of potential impacts of the Draft Transportation 2030 Plan. It does not evaluate site-specific impacts of individual projects, which will be analyzed in subsequent EIRs performed by project sponsors.

Areas of evaluation include: transportation; air quality; land use, housing and social environment; energy; geology and seismicity; noise; and biological, water, visual, and cultural resources. The potential impacts that the Draft Transportation 2030 Plan would have on these areas and measures to mitigate the potential impacts

are identified. A reasonable range of alternatives to the Draft Transportation 2030 Plan is considered, and an environmentally superior alternative among the alternatives analyzed is identified.

## **Draft Transportation Air Quality Conformity Analysis** MTC (Available December 2004)

The Transportation Air Quality Conformity Analysis is a conformity assessment of the Draft Transportation 2030 Plan and the amendment to the 2005 Transportation Improvement Program. The Conformity Analysis is prepared in accordance with the Environmental Protection Agency's (EPA) air quality regulations issued August 1997 and with the Bay Area Air Quality Conformity Procedures adopted June 1998 (MTC Resolution 3075) and submitted to EPA for approval and incorporation into the State Implementation Plan.

## **Transportation 2030 Project Notebook** MTC (Available February 2005)

The purpose of the Project Notebook is to provide additional detailed technical information on proposed Transportation 2030 investments for staff at MTC and its partner agencies, as well as other interested organizations and individuals. The Project Notebook covers the transit operating and capital shortfalls, local streets and roads shortfalls, and MTC's Regional Operations Programs; and provides project-level details on the transportation projects and programs included in the Transportation 2030 Plan.

## **Public Outreach and Involvement Program — Phase 1 Summary Report** MTC (January 2004)

## **Public Outreach and Involvement Program — Phases 2 and 3 Summary Report**

MTC (to be published upon adoption of the Transportation 2030 Plan)

The extensive public involvement component of the Transportation 2030 Plan is being conducted in three phases over a period of 18 months. The effort builds on the values, needs and priorities MTC heard from the public during the 12-month 2001 Regional Transportation Plan (RTP) public outreach effort.

MTC, in cooperation with the congestion management agencies in each county, set the following goals for outreach and public involvement for the Transportation 2030 Plan development process: high-quality input and participation; diversity; education; reach; accessibility; impact; and participant satisfaction.

The *Public Outreach and Involvement Program — Phase 1 Summary Report*, published in January 2004, documents activities from June 2003 through December 2003, when the Commission set the parameters for regional priorities and local investment decisions. In this first phase, MTC used five primary methods to engage the public in focused input and discussion.

- A day-long regional summit, attended by more than 450 people, was held in San Francisco to kick off the dialogue on updating the regional transportation plan.

- A telephone poll of 2,700 voters and 900 residents (both voters and non-voters) provided a representative sample of opinion.
- Six focus groups were held around the region to allow more in-depth discussion on major choices and tradeoffs.
- About 30 targeted workshops were held with specific groups and organizations with interests in transportation issues (including eight meetings held in low-income neighborhoods in cooperation with community-based organizations selected through a competitive process).
- Over 530 members of the public participated in an interactive, Internet-based “budget allocation exercise.”

These five methods, in combination with public attendance at Planning and Operations Committee and full Commission meetings, were designed to gather input on regional priorities in a focused, even-handed way that balanced open public input with statistically valid and representative measures.

Phase 2 of the public involvement component — from January 2004 to September 2004 — was used to more fully develop some of the Commission’s December 2003 directives. Some of the spring and summer public involvement activities included:

- Review of the methodology for the Equity Analysis with MTC’s Minority Citizens Advisory Committee (MCAC)
- Task force meetings on the Bicycle/Pedestrian Program, the Transportation/Land-Use Platform and on the Access to Mobility program

- Review of the financial and policy element of the plan with MTC’s Advisory Council (with members from MCAC and the Elderly and Disabled Advisory Committee in attendance)
- A September 2004 “Cost of Mobility” workshop on transportation spending in low-income households
- Workshops and Web outreach hosted by the congestion management agencies in each county

Phase 3 of the public involvement effort begins with the October 2004 release of the Draft Transportation 2030 Plan and its companion Draft Environmental Impact Report. Phases 2 and 3 of the Public Outreach and Involvement Program will be documented in a report to be published upon adoption of the Transportation 2030 Plan.

## Equity Analysis Report

MTC (Available December 2004)

MTC conducted an Equity Analysis to measure both the benefits and burdens associated with the transportation investment alternatives included in the Draft Transportation 2030 Plan, and to make sure that minority and low-income communities share in the benefits of the transportation network without bearing a disproportionate share of the burdens. Minority and low-income communities are identified as “communities of concern” in the report.

MTC enhanced the 2001 Equity Analysis methodology and reviewed it with MTC’s Minority Citizens Advisory Committee, as well as other stakeholders who attended the meetings. Through travel demand modeling, the equity analysis measured:

- Access and travel time to essential destinations associated with Transportation 2030 alternatives. Essential destinations include jobs, schools, health services, social services and food stores.
- Vehicle miles traveled through minority and low-income neighborhoods associated with Transportation 2030 alternatives. This measurement provided information on hours of travel, hours of delay and emissions associated with this traffic.
- Travel-time and out-of-pocket savings associated with Transportation 2030 alternatives.

## Project Performance Evaluation Report

MTC (Available November 2004)

MTC evaluated over 400 projects and programs considered for inclusion in Transportation 2030. The projects evaluated were proposed by transportation agencies as well as members of the public, who were invited for the first time to submit their project ideas directly to MTC. The evaluation assessed the projects’ contributions toward the Transportation 2030 goals. Performance measures included collision reduction, seismic safety, system efficiency and reliability, connectivity and access, contributions to clean air, significance for goods movement, support for Smart Growth policies endorsed by MTC and the Association of Bay Area Governments, and ability to address the transportation needs of disadvantaged communities.

# related plans

The Transportation 2030-related plans described in this appendix are available for review in the MTC-ABAG Library or online at [www.mtc.ca.gov](http://www.mtc.ca.gov). The Ozone Plan can be viewed online at the Air District Web site: [www.baaqmd.gov/planning/2001sip/2001sip.htm](http://www.baaqmd.gov/planning/2001sip/2001sip.htm).

## Regional Airport System Plan

Regional Airport Planning Committee, September 2000 (incorporated into the Transportation 2030 Plan by reference)

## General Aviation Element of the Regional Airport System Plan

Regional Airport Planning Committee, June 2003 (incorporated into the Transportation 2030 Plan by reference)

The Regional Airport System Plan (RASP) is prepared by the Regional Airport Planning Committee (RAPC), which is convened by the Association of Bay Area Governments, the San Francisco Bay Conservation and Development Commission, and MTC. The latest update predicts a doubling of air passenger travel by 2020 and a tripling of air cargo volumes. The plan is advisory in nature and was designed to address three major issues:

- The need for additional airport system capacity
- Regional airport system alternatives to provide this capacity
- Significant environmental tradeoffs, to the extent they are known

The RASP focuses on the region's three commercial airports — Oakland International Airport, San Francisco International Airport and San Jose International Airport. An update of the general aviation element was completed in June 2003. Here are some key findings and conclusions from the RASP.

- Decisions concerning future runway improvements require choices — choices between expanding runways or tolerating increasing delays in order to avoid filling the Bay.
- Forecasted growth in demand will exceed the capacity of the airport system in 2020.
- After examining a range of alternatives to construction of new runways, the analysis did not reveal a strategy for closing the gap between projected demand and available runway capacity in 2020. The Federal Aviation Administration (FAA) should continue to pursue near-term measures that will help reduce delays.
- To meet reasonably expected demand and provide more reliable air transportation during good and bad weather, additional runway capacity is needed at San Francisco and Oakland airports. A more comprehensive examination of runway improvements should be pursued as the most relevant course of action.
- Prior to an irreversible commitment to additional runways, all impacts on Bay resources should be evaluated. RAPC recommends that the process complete the full environmental analysis of new runway options in compliance with existing state and federal environmental law without special amendment.

- RAPC recommends that the plan protect future options by indicating a regional interest in civil aviation use of Travis Air Force Base (Solano County) and Moffett Federal Airfield (Santa Clara County), if these facilities become available in the future. (These facilities are not available now, nor can their future availability be predicted). Also, the plan recognizes that the commercial airports require an effective general aviation reliever airport system for small aircraft.

- Finally, given the inherent uncertainty when discussing the future, RAPC should continue to monitor changes in the air travel market, air traffic control technology, and laws and regulation's that could affect the air transportation strategies and conclusions reached in the current plan.

The General Aviation Element assessed six key areas:

1. Airport system planning
2. Land use compatibility
3. Public information resources
4. Ground-side airport access
5. Airspace issues
6. Airport funding

The plan calls on RAPC to:

- Conduct a study of vacant land parcels that should be protected to support airport viability
- Support legislation that would assist Airport Land-Use Committees in carrying out their mandate under state law

- Create a general “facts and figures” Web site on airport activities
- Support higher funding levels for general aviation airports in both FAA and Caltrans programs

The General Aviation Element also contains a recommendation that airport master plans identify types of additional facilities and services needed to provide relief capacity for air carrier airports and growing corporate general aviation activity.

**San Francisco Bay Area Seaport Plan**  
San Francisco Bay Conservation and Development Commission (BCDC) and MTC, April 18, 1996 as amended through February 20, 2003 (incorporated into the Transportation 2030 Plan by reference)

The San Francisco Bay Area Seaport Plan is the product of a cooperative planning effort by BCDC and MTC. The plan provides the basis for Bay Area port policies and looks at future seaport needs and suggested improvements.

The Seaport Plan employs land-use designations and enforceable policies that BCDC and MTC use in their regulatory and funding decisions. The plan designates areas determined to be necessary for future port-related development as “port priority use areas.” The Seaport Plan as amended designates 10 port priority use areas, which include the following five active seaports:

- Oakland
- San Francisco
- Redwood City
- Richmond
- Benicia

Subsequent to its 1996 adoption, the Seaport Plan has been amended to remove the port priority use designation from the following locations:

- City of Alameda
- Encinal Terminals (in Alameda)
- Portion of Oakland Army Base
- Port of Benicia (198 acres along western extent)
- Port of Richmond (Terminal 4 liquid bulk terminal)
- Port of Oakland (Ninth Avenue break bulk terminal)
- Port of San Francisco (Pier 70 break bulk terminal)
- Port of Redwood City (Abbott Laboratories property; formerly Cargill Salt Company terminal)
- Collinsville (Solano County)

**Draft 2004 San Francisco Bay Area Ozone Strategy**  
Bay Area Air Quality Management District, MTC, Association of Bay Area Governments (Available December 2004)

The Draft 2004 San Francisco Bay Area Ozone Strategy is prepared by the Bay Area Air Quality Management District, the Association of Bay Area Governments, and MTC and then submitted for review and approval by the California Air Resources Board and the U.S. Environ-

mental Protection Agency (EPA). The 2004 Ozone Strategy addresses both the state and national air quality planning requirements. The Bay Area is designated as a non-attainment area for the California 1-hour ozone standard and is seeking re-designation to attainment for the national 1-hour ozone standard.

The 2004 Ozone Strategy outlines a strategy for making progress toward attainment of the California 1-hour ozone standard. The state has not set a deadline to attain the California 1-hour ozone standard. The 2004 Ozone Strategy identifies “all feasible measures,” as required by the California Clean Air Act, for control of ozone precursors that will assist the Bay Area in attaining the California ozone standard and address pollutant transport to downwind regions. The 2004 Ozone Strategy updates the Bay Area 2000 Clean Air Plan adopted by the Air District in December 2000.

While the EPA made a final finding in April 2004 that the Bay Area has attained the national 1-hour ozone standard, this finding of attainment does not mean the Bay Area has been reclassified as an attainment area for the 1-hour ozone standard. The region must submit a formal redesignation request to EPA in order to be reclassified as an attainment area. Therefore, the portion of the 2004 Ozone Strategy addressing national ozone planning requirements (known as the State Implementation Plan) includes:

1. A redesignation request
2. A maintenance plan to show the region will continue to meet the 1-hour ozone standard



## 2002 High-Occupancy-Vehicle (HOV) Lane Master Plan Update

MTC (March 2003)

The HOV Lane Master Plan Update evaluated the performance of existing HOV lanes, and made recommendations for study or implementation of new HOV lanes in various freeway corridors. The plan helps guide the HOV lane investments that are included in the Transportation 2030 Plan, and defines an HOV lane system that provides the basis for a proposed high-occupancy/toll (HOT) lane network. Proposed regional express bus services are also identified in the plan.

Caltrans' annual HOV Lane Report provides the basis for ongoing evaluation of the Bay Area's HOV lane system. In addition, Caltrans, MTC and California Highway Patrol staff regularly convene a Regional HOV Lane Committee to discuss HOV lane operational, safety and enforcement issues.

## Regional Bicycle Master Plan

MTC, February 2002 (incorporated into the Transportation 2030 Plan by reference)

MTC developed the Regional Bicycle Master Plan in conjunction with each of the nine Bay Area counties, other planning partners and advocacy groups.

The completed regional bike plan accomplishes five main goals. The plan:

- Defines a network of regionally significant bicycle routes, facilities and necessary support programs

- Identifies gaps in the networks and recommends specific improvements to fill these gaps in the system
- Develops cost estimates to build out the entire regional network
- Outlines a funding strategy to implement the regional bike network
- Identifies other programs to help local jurisdictions to become more bicycle-friendly

The plan's costs and revenues were updated during the first phase of development of the Transportation 2030 Plan.

## Regional Intelligent Transportation Systems (ITS) Architecture and Strategic Plan

MTC, October 2004 (incorporated into the Transportation 2030 Plan by reference)

The Federal Highway Administration (FHWA) requires all metropolitan regions to adopt an Intelligent Transportation Systems (ITS) Architecture by April 8, 2005, and have a mechanism to update the plan and ensure that the development of projects follows a systems engineering process. ITS refers to electronic communication systems that can be used for collecting, processing and disseminating data in real time to improve the operation, safety or convenience of the transportation system. An "architecture" is a concept from the field of systems engineering that defines the framework within which a system can be built, the functionality of the pieces of the system, and the information that is exchanged between the components of the system.

Bay Area ITS stakeholders developed the Regional ITS Architecture and Strategic Plan through a participative process that included fifteen meetings over a three-year period. MTC expects to use the Regional ITS Architecture and Strategic Plan to leverage the current investment of ITS projects in the Bay Area and to ensure the orderly, cost-effective development and integration of projects in the future. As administered by MTC, the plan enables project sponsors to:

1. Access a regional ITS project Web site to ensure that their ITS project is adequately described
2. Submit a comment form on the project Web site to address proposed changes
3. Review the architecture diagrams to assess which interfaces a new project should accommodate
4. Determine whether an agreement is required for a specific information flow
5. Use the information on the project Web site to address Caltrans' Local Assistance Program requirements